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# THE AMERICAN ELEVATOR AND GRAIN TRADE.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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IT IS TIME

To think about your new elevator, and while you are doing your thinking

REMEMBER

You make no mistake in having your plans made by the

BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS

OVER THIRTY COUNTRY ELEVATORS BUILT LAST SEASON, ALL IN SUCCESSFUL OPERATION AND GIVING BEST OF SATISFACTION. Write before the early rush sets in

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MANUFACTURERS AND FURNISHERS OF ALL KINDS OF

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POWER TRANSMISSION, ETC.

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**GRAIN & PROVISIONS.**

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The Post or JOURNAL containing our Daily Market Letter, in which appears Chicago Board of Trade continuous quotations from the opening to the close of business will be sent free upon application

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*Well, just ask us for a copy  
of our Catalogue No. 35*

IT tells all about the best and most complete line of Corn Shelling Machinery manufactured. We make Shellers and Cleaners as separate machines. Also a complete line of

## Combined Shellers and Cleaners

for shelling both husked and unhusked corn.



ALOMGREN BROS. & CO.

NEW PROCESS CORN SHELLER ONLY.

The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern states or the unhusked corn of Southern states.

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We are also manufacturers of Power Transmission Appliances and Grain Elevating and Conveying Machinery. We solicit specifications and the privilege of quoting on any requirements in this line.

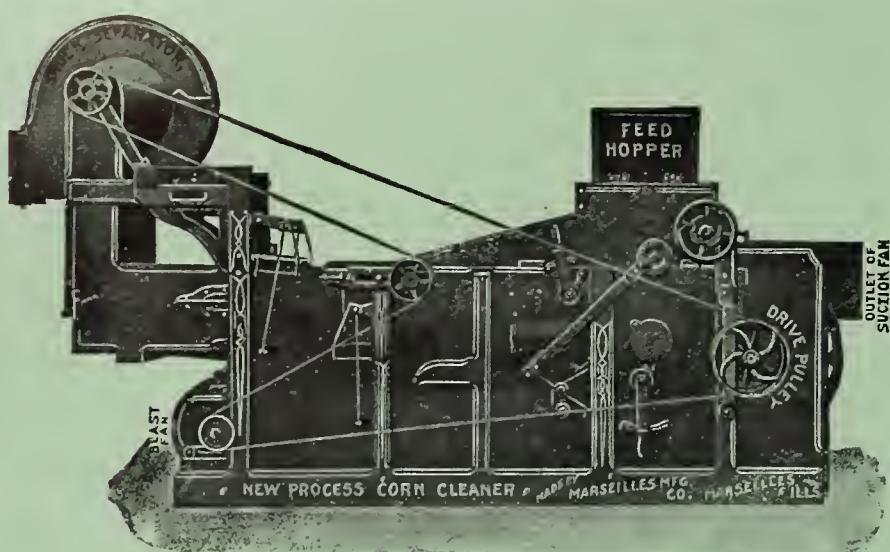
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NEW PROCESS CORN CLEANER, WITH SHUCK SEPARATING FAN.

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Write for  
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THE BEST WAGON DUMP BUILT

Can be used  
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Absolute  
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For mailing your grain, seeds, flour, etc.  
Carries safely, fastens securely,  
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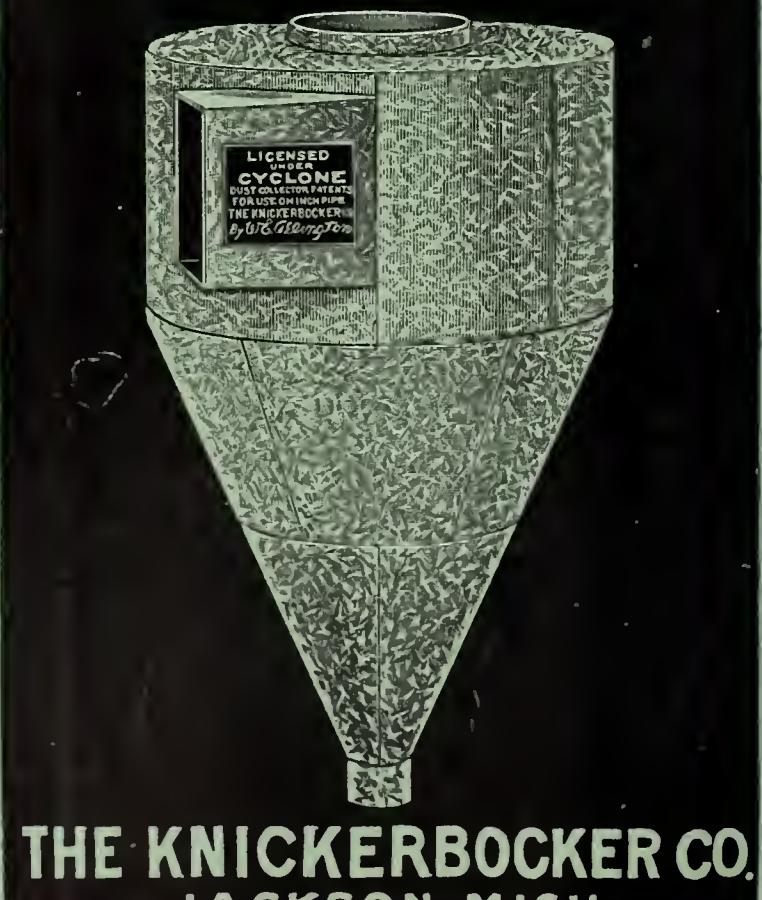
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shoveling.  
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gold.  
It will save  
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THE KNICKERBOCKER CO.  
JACKSON, MICH.

## Why Delay

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# Hess Pneumatic Grain Drier

until your losses from ill-conditioned grain amount to more than the first cost of a drying plant?

## YOU DO NOT EXPERIMENT

THE HESS SYSTEM of drying and conditioning grain has been the most pronounced success, and since the machines were offered to the public have been purchased by many leaders in the grain business, among whom are the following:

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BARTLETT, FRAZIER & COMPANY, Chicago  
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THE RICHARDSON COMPANY, Chicago  
CHICAGO GRAIN SALVAGE COMPANY, Chicago  
E. R. BACON (Wabash Elevator), Chicago  
CONSOLIDATED ELEVATOR COMPANY, Duluth  
NORTHERN GRAIN COMPANY, Manitowoc  
CLEVELAND GRAIN COMPANY, Cleveland

BARTLETT, KUHN & CO., Terre Haute  
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UPDIKE GRAIN COMPANY, Omaha  
ILLINOIS CENTRAL R. R. COMPANY, New Orleans  
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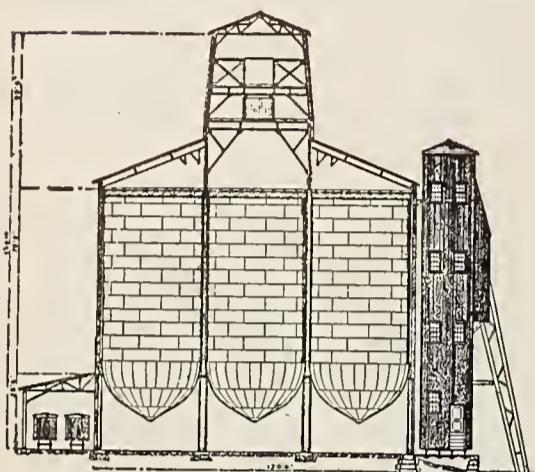
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Grain Elevators of Steel,

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Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
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Steel Construction of  
Every Description,

Designed,  
Furnished and  
Erected in  
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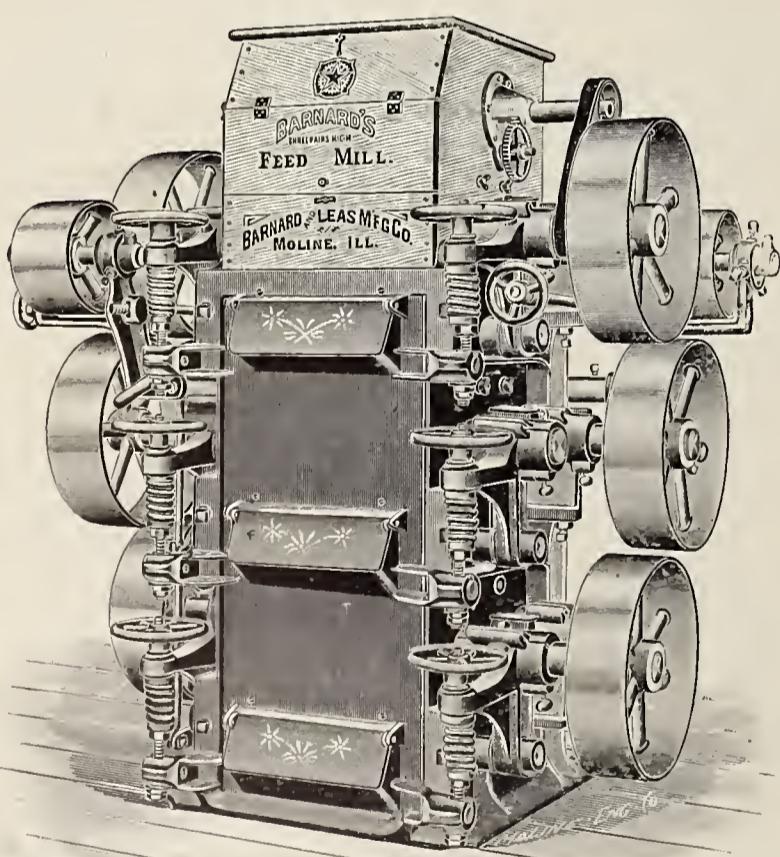
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Plate, Tank and Boiler Works, First, Second and Third Aves.

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## MACHINERY

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Botsford & Jenks, Meaford, Ont., -	" 1,000,000 "
Chicago Dock Co., Chicago, Ill., -	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind., -	" 600,000 "
Electric Steel Elevator, Buffalo, -	" 1,200,000 "
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Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

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WE make them for all purposes.  
We make them for grinding all kinds of feed as well as fine meal for table use.

Our line includes Willford's Light Running Three Roller Mill and Barnard's One, Two and Three Pair High Mills.

It pays to operate a grinding mill in connection with your other outfit.

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SPECIALTIES for GRAIN ELEVATORS and MILLS

Sprockets and Link Belting  
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Spiral Conveyors  
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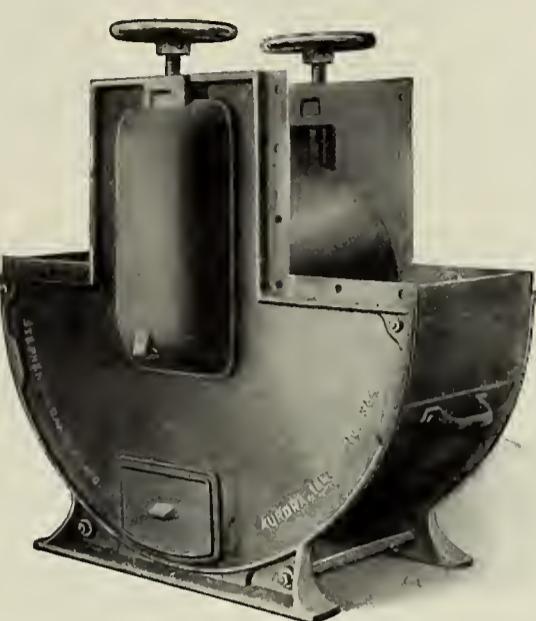


Shafting, Couplings, Bearings, Wood and Iron Pulleys, Gearing,  
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Special Facilities for the Manufacture of Rope Drives.

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Builders of GRAIN HANDLING MACHINERY



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

### ...FEED AND MEAL... IT PAYS

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THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
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PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
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ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our  $3\frac{1}{2} \times 3$  inch, list price 9c., has as much capacity as others  $3\frac{1}{2} \times 3\frac{1}{2}$  inch, list price 10c. Our prices are right.

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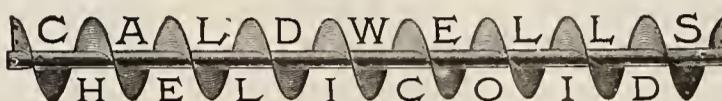
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THE ONLY PERFECT SPIRAL CONVEYOR; with Flight of One Continuous Strip of Metal.



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It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 27 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

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Elevator and Flour Mill Machinery

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MACHINERY  
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Insures Mills, Elevators, Warehouses and Contents.

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**The AJAX SYSTEM**  
PROTECTS  
MILLS AND ELEVATORS  
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Estimates furnished for  
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STEEL PLATE  
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OUR  
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APPLIANCES  
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MACHINERY-GAS & GASOLINE ENGINES  
427 429 431 W. 5TH ST.  
KANSAS CITY, MO.

**SEEDS**

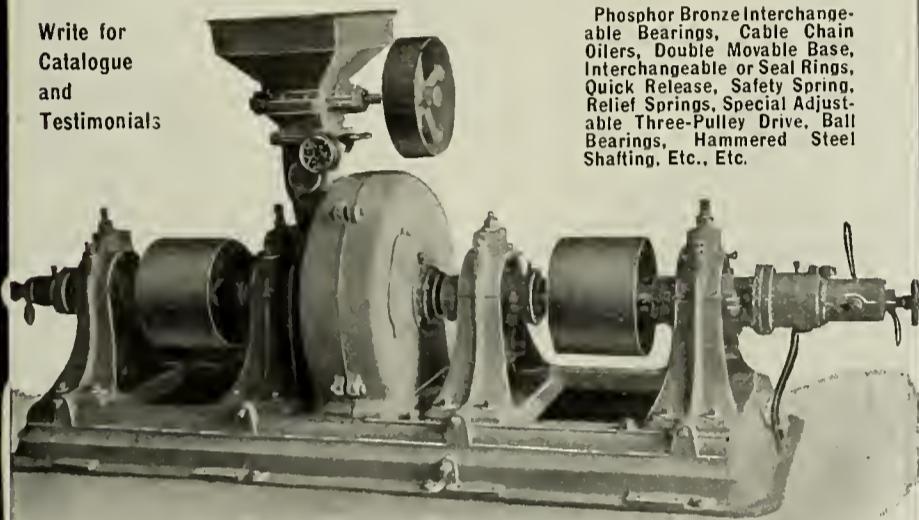
**THE ALBERT DICKINSON CO.**

.....DEALERS IN.....  
GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,  
PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.  
CHICAGO, ILL. BRANCH: MINNEAPOLIS, MINN.

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Are ideal machines for the elevator owner who desires to add feed grinding as a side line. The **Monarch** requires less power in proportion to the work it accomplishes than any other machine on the market. Then, too, it is built for service and needs very little attention and practically no repairs. Consider these points before you buy a feed grinder.

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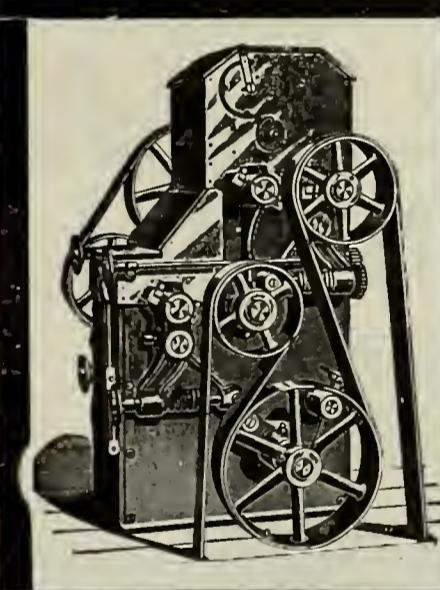


Phosphor Bronze Interchangeable Bearings, Cable Chain Oilers, Double Movable Base, Interchangeable or Seal Rings, Quick Release, Safety Spring, Relief Springs, Special Adjustable Three-Pulley Drive, Ball Bearings, Hammered Steel Shafting, Etc., Etc.

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Burr Mills, Crushers, Shellers and a Full line of Milling Machinery.



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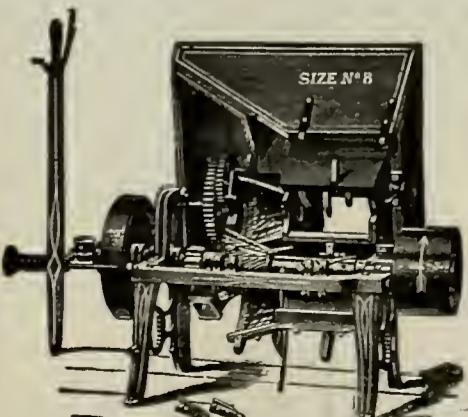
Greater capacity than any other mill known. Great strength, Easy running qualities. Less power needed. Those are the claims upon which the Northway Feed Mill asks for a little of your attention.

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If you are—and would like to know some of those who have used and are using the Northway Mill to-day—write to us for their names; then write them asking for their opinions of the machine. Everything in Mill and Elevator Supplies. Catalog free.

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MINNEAPOLIS, MINN.

## Bowsher's All-Around Feed Mill



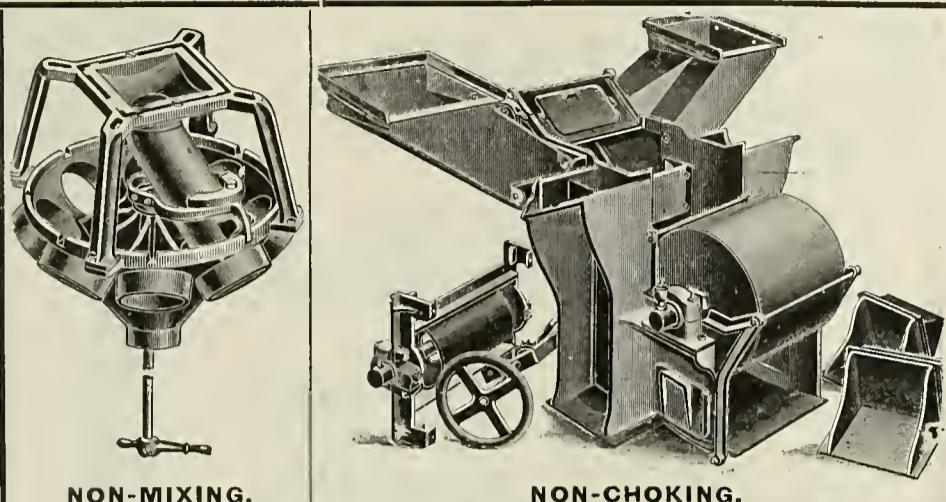
(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS. DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.  
SEVEN SIZES: 2 to 25 H. P.  
Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

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### SIGNALING DISTRIBUTOR

PREVENTS Fires started by chokes

**CHOKES and MIXING GRAIN both COMPLETELY OVERCOME**  
**DISTRIBUTOR SIGNALS OPERATOR**

"Bin Full", "Spout Clogged"

One-tenth labor

SENT ON TRIAL

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DOUBLES Amount elevated life of cups and belts

SEND FOR BOOKLET.

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## "THE IDEAL ELEVATOR BELT."

For Elevating, Conveying and Power-Transmitting

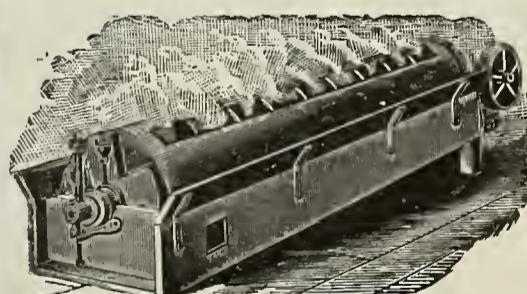
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Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

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SEND FOR PRICE LISTS AND SAMPLE.

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## CUTLER STEAM DRYER,

Which is also a successful  
Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry  
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying  
CORN MEAL AND HOMINY,  
BREWERS' GRITS AND MEAL,

BUCKWHEAT, RICE AND  
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double  
the capacity of any other Dryer sold for same price.

**THE CUTLER CO., North Wilbraham, Mass.**

**EUREKA**

# THE “EUREKA” CORN DRYING AND CONDITIONING SYSTEM

Will Completely Dry  
and Put Damp Corn in  
First-Class Condition.

Is Complete,  
Economical in  
Operation, and  
Occupies  
Small Space.

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**The S. HOWES CO.**  
SILVER CREEK, N. Y.  
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FOR ELEVATORS  
ALL KINDS ALL PRICES.

BURR GRINDERS      IRON GRINDERS

FOR COB FEED CHOP FEED TABLE MEAL

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## QUICK FEED GRINDING

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Is acknowledged by all the large cereal mills to be the standard

It will grind Screenings, Bran, Corn and all Grain fit for every market.

Costs little to run and easily maintained.

Made in four sizes, 10 to 50 horse power.

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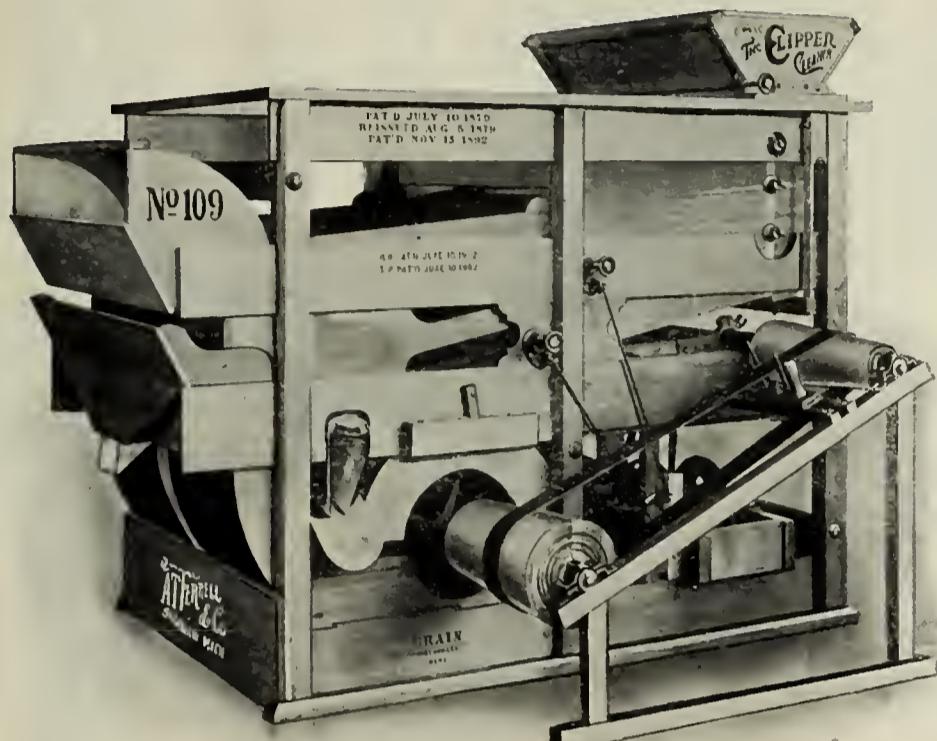
Will earn its cost every three months.

Also a full line of small mills, 4 to 20 h. p., Crushers, Separators and Fittings.

Get New Special Feed Grinding Catalogue.

**THE FOOS MANUFACTURING CO.**  
ESTABLISHED 25 YEARS      SPRINGFIELD, OHIO

# No. 109 Clipper Seed Cleaner



## The "CINCINNATI SPECIAL" Cleaner

shown in cut, was designed especially for handling large quantities of very dirty timothy, red top and other light seeds. The first seven machines made in this style are operated in Cincinnati, from which fact the machine derives its name.

The No. 109 requires from two to three horse power when run to full capacity of 65 to 100 bushels of seed per hour, or 300 to 400 bushels of grain per hour. It has a screen surface 42x60 inches and a shoe that carries three full length screens and one half-length scalper screen, composing a set of coarse and fine scalpers and two grade screens.

This machine is adapted to cleaning all kinds of seeds and is being successfully used by some of the largest dealers in the country. Like all "Clippers" it is a combination machine, and gives equally good results on both seeds and grain when equipped with the proper screens. The No. 109 has Traveling Brushes and Special Air Controller, two features of "Clipper" superiority well known all over the United States and Canada wherever seeds are handled.

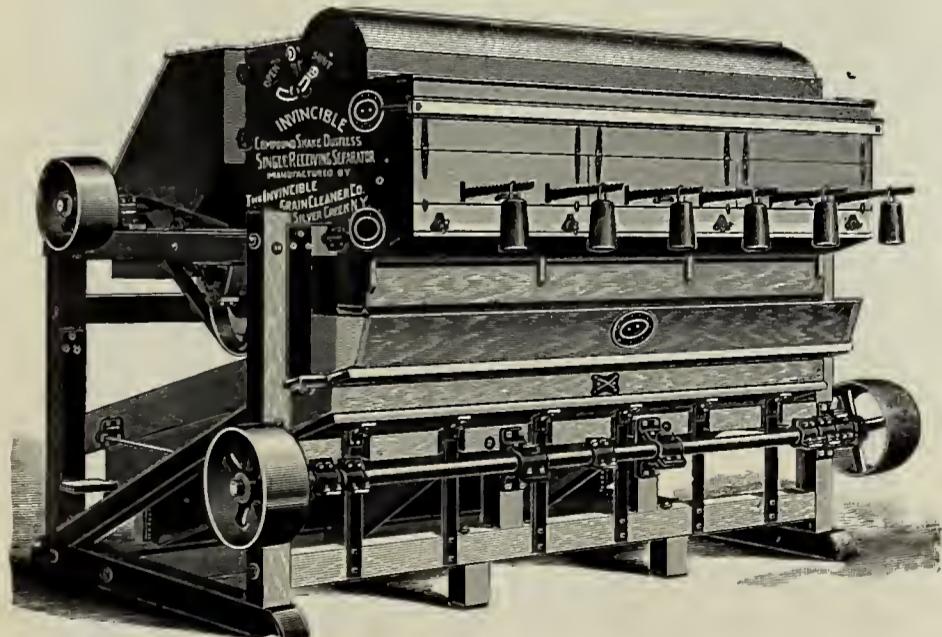
Write for new catalog and full particulars.

**A. T. FERRELL & CO., Saginaw, W. S., Mich.**

NO SHAKE, NO TREMBLE—Steadiness Itself.

## The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.  
They never shake the building but stand as steady as a rock.  
Their work is perfect.  
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**Invincible Grain Cleaner Company,**  
SILVER CREEK, N. Y., U. S. A.

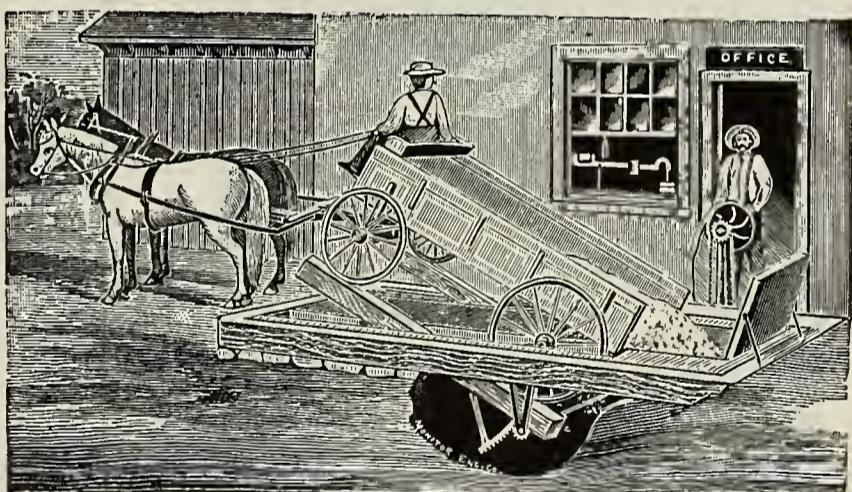
Also Manufacturers of the

Needle Screen Gravity Separator and Spiral Belt Separator.

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## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1899.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



## *The Cleanest Grain*

is the accomplishment  
of Monitor Grain Clean-  
ing Machinery.

Monitor Machinery  
is built on the lines that  
time has proven most  
efficient. Embodying all  
desirable features of the  
past it leads with con-  
tinual improvements.

You take no chances  
in buying Monitor Ma-  
chines; we sell them  
subject to a thirty days'

trial on your own floors, where you can see them doing in actual  
performance everything that is claimed for them.

Write for catalogue of the line which includes Monitor  
Elevator and Warehouse Separators and Scourers, Buckwheat  
Shuckers, Oat Clippers, Seed and Flax Cleaners.

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# THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
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VOL. XXII.

CHICAGO, ILLINOIS, FEBRUARY 15, 1904.

No. 8.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

## A TEXAS TRANSFER HOUSE.

Gainesville, one of the gates into Texas from the north, has been made by Richardson & Company one of the most important grain distributing points in the Lone Star State. Here is collected all the grain handled over the Santa Fé lines and from the company's fifteen country stations in Indian Territory and in Texas, run through the elevator and distributed to the company's customers, millers and retail grain dealers throughout Texas, or forwarded for export through Galveston.

The work of handling this large volume of grain is all done through the elevator shown in the accompanying engraving, operated by Richardson & Company. It is, if not the most modern elevator in Texas, at least one of that type; and because of its rapid handling and cleaning capacity, it has created a revolution in the former crude methods in vogue in that state by setting a pace that competitors have to keep up with; and even to-day the elevator meets with considerable opposition from dealers who are not so well prepared

to handle grain as economically as this firm does.

The elevator storage capacity is 100,000 bushels, with handling capacity of 100 cars of grain daily; and its two corn shellers will handle 20 cars of that cereal daily.

The other machinery equipment consists of hopper scales of 80,000 pounds' capacity; five elevator legs with capacity of nearly 1,000 bushels per minute; cleaners, clippers, and all the other necessities that go to make up the outfit of a complete modern transfer elevator, the machinery being operated by a rope drive transmission of power.

In addition to the main elevator, which is 60x64 feet in size and 115 feet high, there is a corn house,

in which is located the corn machinery and also a wagon dump where grain is received from the neighboring farmers.

## THE ICY MIT.

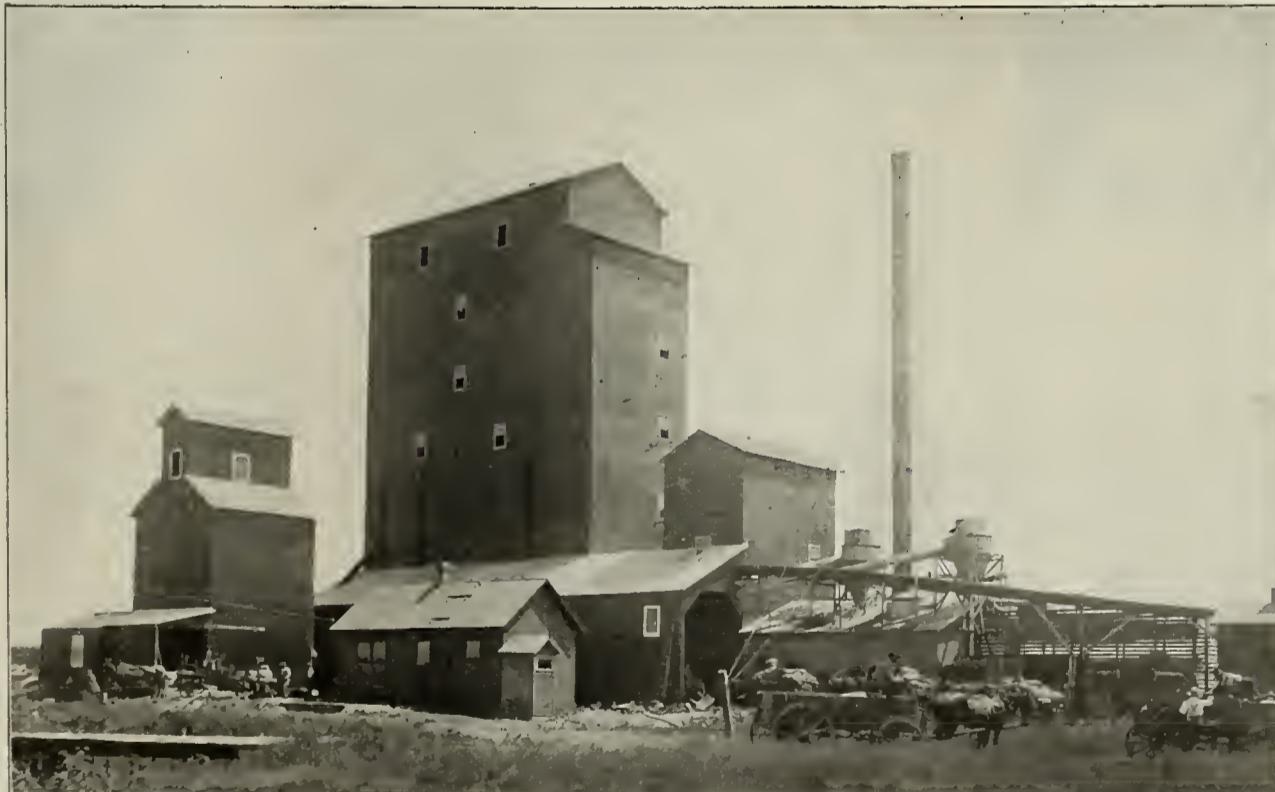
The Minnesota Farmers' Exchange which met in annual convention at St. Paul on February 2 decided to play the lone hand hereafter. It will "sympathize" with all other farmers' co-operative

and even get a nice little dividend on the shares besides. Nice, isn't it?

The next proposition presented to the Minnesota farmers was the Farmers' Co-operative Shipping Association, of which H. N. Gaines of Topeka was a representative at the Exchange's meeting of February 1. This association also has a capital stock of about \$50,000,000, and the question before the Minnesota Exchange was whether to join with it. There was some debate; but C. E. Jackson of Buckman, Minn., president of the Minnesota Exchange, appointed a large committee on by-laws and constitution, which sat down on the proposition, Weatherston of the committee saying: "If you want to form a national association and write a national constitution, we can do it here in Minnesota as well as by going down to Kansas. We have got the brains and the money."

Having thus summarily given the cold shoulder to all their anxious contemporaries (with private commission houses attached), the farmers proceeded to organize the Minnesota Farmers' Exchange, capital \$500,000, and having elected C. E. Jackson, Buckman, president, and J. S. MacDonald, Rush City, secretary, they adjourned to March 10, when all the paper machinery of the company will be ready to be filed for the benefit of posterity.

While the press news is a little more war-like, still doubt reigns as to the outcome in the Far East. The question seems to be, will the Mun-GO-lian out of Manchuria and Korea, or will the Musco-VITE? A German friend says—"I dink so needer." Really, as for some time past, one man's guess is as good as another's.—Pope & Eckhardt Co.'s Circular, January 23.



RICHARDSON & COMPANY'S (INC.) CLEANING AND TRANSFER ELEVATOR AT GAINESVILLE, TEXAS.

companies, alliances, etc., but it will not play second fiddle to any of them nor submit to annexation as a tail to their kites. They particularly froze with the "icy stare" what they called "the so-called farmers' company" promoted by certain members of the Chicago Board of Trade. This concern had several representatives at the St. Paul meeting of the Minnesota Exchange, and proposed a plan by which Minnesota farmers would get rich. The Chicago company is capitalized on the South Dakota plan for \$50,000,000 in small shares so that every farmer could take at least one. The farmers are expected to ship their produce to Chicago, get fancy prices for it, save the Minnesota middleman's profit

**HENRY H. WERNSE.**

Henry H. Wernse, senior member of the firm of Wernse & Dieckman, who holds the distinguished position of president of the St. Louis Merchants' Exchange for the great World's Fair year, is not a native of that city but went there in early boyhood with his parents, and is really a true son. He is sixty-five years old, but doesn't look it by any means, carrying his years remarkably well.

Educated in St. Louis schools, his first position of consequence in business was that of chief clerk of the United States subtreasury at St. Louis during the Civil War—a most important disbursing center for the government, owing to its nearness to the scene of military operations in the West and the absence of any other subtreasury in the West at that time. Mr. Wernse during those four years handled millions of the public money; and at the close of the war he retired from the position with honor. He subsequently became connected with various St. Louis banks as cashier or teller; but when in 1877 the particular bank with which he was then connected failed, he started in business on his own account as a bond and stock broker. In



HENRY H. WERNSE.

President of the St. Louis Merchants' Exchange.

1881 he was joined by J. H. Dieckman, his present partner, with whom he has been associated, as fellow employe of the same banking houses and as partner, for thirty-three years.

Mr. Wernse, adds a St. Louis writer, was very active in agitating for the formation of a stock exchange in St. Louis, and the inception of the present Stock Exchange was principally due to him. It has proved a great convenience to investors residing in the Mississippi Valley. Mr. Wernse was its first president and was re-elected to that position until he declined to serve further, not considering it desirable that the presidency should be permanently lodged in one person.

In 1896 he was made a director of the St. Louis Merchants' Exchange, and later he was elected first vice-president. He made himself actively useful to the Exchange in various ways, with the result that his associates at the last annual meeting urged him to accept the nomination for the presidency, which he finally did. His election was without opposition.

Premiums amounting to \$500 and gold medals are offered for white and yellow corn exhibits of 100 ears each at Decatur in connection with the Illinois Farmers' Institute on February 23 to 25, by the Illinois Commission of the Louisiana Purchase Exposition and the corn is to become their property to exhibit at St. Louis. The instructions are: Wrap each ear of corn carefully in paper and pack closely in a tight box to keep out mice, and prevent shelling off. Ship to W. B. Otwell, super-

intendent of exhibit, Decatur, Ill., in time to arrive there not later than February 23.

**CAMPAIGN AGAINST THE GRAIN THIEVES.**

The war being made on the grain thieves in Chicago's railroad yards by the Grain Shippers' Protective Association has during the past few weeks resulted in the capture and punishment of quite a number of thieves, especially in the Calumet District. Victor Johnson, Frank Wolf and Frank Reschke, who were captured by special officers of the McReynolds Elevator Co. at 106th Street and Calumet River about the holidays, were taken before Justice Callahan, who fined Wolf and Reschke \$10 and costs each and sent Johnson, who is under 16 years of age, to the Juvenile Court. Again, a fortnight later, in January, Joseph Tanarski, for the same offense, on complaint of Geo. H. Miller, manager of the association named, was fined \$25 and costs by the same justice. A week later, John Danielson, arrested for stealing grain from C. & E. I. cars, was held to the Criminal Court, Wm. Crowley fined \$20 and costs, and Mrs. Augustana Brown and Mrs. Minnie Mau were fined \$15 and \$20 respectively on charges of receiving stolen property.

Continuing this list merely to show how grain disappears before it gets to the elevator, we find that on January 9, two C. R. I. & P. R. R. detectives arrested a young man with grain in his possession, which had been stolen from C. & E. I. car 61700, which was standing on the Belt Railway tracks at 96th Street, South Chicago. The young man was held to the Criminal Court. Mr. L. M. Custy, Chief of Detectives for the C. R. I. & P. R. R., by the way, is doing all in his power to eliminate grain thieving. If some of the other roads had such men as Mr. Custy superintending their watching service, grain pilfering might and probably would be reduced to a minimum.

Again there were arrested at South Chicago in a raid by three city policemen and three railroad detectives, under supervision of the Grain Shippers' Protective Association, on January 30, Thomas Quinn, aged 16 years, who was fined \$5 and costs by Justice Callahan; and Martin O'Connell and Arthur Peterson, aged 13 years, remanded to care of Juvenile Officer Bonner; all three of the above were captured in railroad yards with grain sacks. Their capture led to the recovery of several hundred grain doors.

On January 30 three men were arrested in the Pennsylvania R. R. Yards at South Chicago for sweeping grain cars, and Justice Callahan fined them \$5 each and costs.

On February 3 Joe Korski was fined \$5 and costs by Justice Callahan on charge of disorderly conduct. He had been caught in R. I. R. R. Yard at South Chicago with a grain sack concealed underneath his vest.

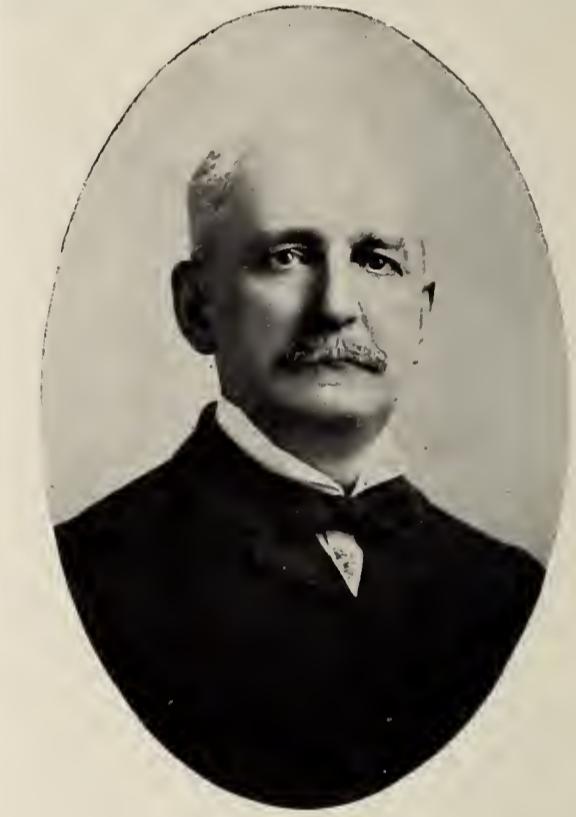
And so it goes. But Chicago is not the only place where this thieving goes on. At Superior three boys were arrested on January 13 who were believed to be the active agents, or tools, in the hands of men who have been conducting a systematic robbery of grain cars at the terminal in the yards of the N. P. R. R. Co. The Municipal Court, however, discharged them, the decision setting them at liberty being based on evidence tending to show that they were acting at the instance of three Duluth men against whom secret indictments have been returned by the grand jury, but upon whom service had not been obtained. The detective for the Northern Pacific Railroad charged these boys with carrying away six sacks of wheat. The men are indicted on the charge of breaking a seal of a car as well as on a grand larceny count. The Northern Pacific detective said he was accustomed to allow the boys to enter cars which had been emptied of grain, to sweep up the screenings. The youngsters made some disposition of the chaff and grain thus secured and realized a few cents on it. But the officer added that he had discovered that the seal of a grain car had been broken and a portion of the contents removed.

A troublesome case of grain car robbery on a

systematic scale was, after long detective work, ended at Camden, N. J., on January 30 by the arrest of a freight brakeman on the Atlantic City R. R., named Samuel Cox, who pleaded guilty on his examination. The thieving had been going on for several weeks, and a large amount of grain had disappeared, owned by Sitley & Son, grain merchants. Cox was a member of a shifting crew that got grain from Sitley & Co.'s elevator at Chelten and Railroad Avenues; and in his confession he said that when he obtained grain at the elevator in freight cars, extra bags were given to him by a shipping clerk in the employ of the grain firm. He said the bags of grain were worth \$1.63 each, and he sold them for 50 cents apiece and divided the proceeds with the Sitley & Co.'s clerk. The clerk was arrested, but he denied the charge laid against him.

**GEO. C. CLARK.**

Geo. C. Clark, the new president of the Peoria Board of Trade, is the son of Horace Clark, Sr., who was the first president of that body, an office to which he was elected in 1870. Geo. C. Clark, who



GEO. C. CLARK.

President Peoria Board of Trade.

was elected without opposition, is a representative Peoria business man of the broad gauge—a city builder and a man whose business energies find scope in many directions; and we find that aside from holding the presidency of the Board of Trade, he is president of the following companies also: Horace Clark & Sons Co., millers and dealers in grain and flour; Clark Coal and Coke Co., miners and wholesale dealers in coal and coke. He is also treasurer of the Peoria Life Association, director of the Clark, Quinn & Morse Co., wholesale hardware, besides which he is interested in several other minor companies.

One hundred and seventy-five members of the Nebraska Grain Dealers' Association left Omaha via the Missouri Pacific on February 10 for New Orleans. The excursion was made primarily for the purpose of taking in the Mardi Gras, but incidentally the grain situation at New Orleans where the party was due to arrive on February 14 will receive attention. The schedule was arranged to allow a stop of one day each at Kansas City, St. Louis and Memphis and a stop of a half a day at both Little Rock and Hot Springs. Nine days in all will be consumed in the jaunt. At each of the cities where a stop is to be made the dealers will study the grain situation. At New Orleans they will study the terminal grain facilities, visit the man-of-war and see the Mardi Gras processions on Tuesday, February 16. The excursionists will be entertained by the Board of Trade officials.

## DELANY IN SOUTH AMERICA.

[From a personal letter by Frank J. Delany, representing the Nash-Wright Company, Chicago, on a special mission of enquiry to the Argentine, to his friend John E. Bacon, with the "American Elevator and Grain Trade." The date of writing is Rosario, Argentina, December 15, 1903. Pictures reproduced from Dun's Review, monthly international edition.]

I have at last found time to write you, but I fear I have little to write you about, in the way of thrilling or unusual experiences. I left New York on the steamship *Byron* of the Lampost-Holt Line on November 5, and we did not sight land again



LOADING GRAIN BY CHUTES, ROSARIO.

until November 13, when we anchored outside of Pernambuco, Brazil. In the interim, of course, I had recovered from my sea-sickness and had enjoyed the voyage. The first two days out of New York we had very heavy weather and life was extremely miserable. A friend of mine once remarked, as he took some bitter medicine: "This ought to be good for me; it tastes bad enough;" and on the same grounds I am inclined to ascribe great virtues to sea-sickness. I fully appreciated the force of Mark Twain's description, "First you are afraid you are going to die; and then you are afraid you won't." But, when we arrived at Pernambuco, we were all on our sea-legs and feeling fine.

I went ashore and spent part of the day wandering about that quaintly picturesque city. Pernambuco was founded sometime in the 1600's and apparently did all of its growing in its first 100 years of existence, and has since been undergoing a process of dry-rot, commercially as well as physically. The 125,000 inhabitants are all Brazilians, colored, who speak Portuguese and who seem to think that earthly happiness consists of one continual siesta. One of the half dozen of the Europeans who reside in Pernambuco told me that 50 per cent of the population have no visible means of support. In fact, it is the rule, that when one member of a family goes to work all the rest of his immediate relatives take a vacation until he quits work and takes it easy too. Then some other one of the family will have to work for a while.

I won't attempt to describe the appearance of this or any of the cities mentioned, for I have various snap-shots which will give you a better idea of these countries than my written description could.

Bahia was our next stop. We left the *Byron* at Bahia and transferred to the Royal Mail Steamship *Magdalena*, as we thus avoided the possibility of quarantine at Buenos Ayres. The presence of the bubonic plague in Rio Janeiro caused the Argentine government to quarantine against passengers from Rio, and accordingly we stopped at Bahia thirty-six hours awaiting the arrival of the steamship *Magdalena*.

Bahia also is a negro city; but the inhabitants seem to have more energy, although they wear even fewer clothes than they do in Pernambuco; and I was shocked repeatedly. A Bahian who has on a coat is very much over-dressed. As a rule, the costume is trousers and part of a shirt, although the shirt is plainly an afterthought.

We arrived at Rio Janeiro on the 23d of November but did not go ashore, nor did the *Magdalena* take on any passengers or freight, on account of the

Argentine quarantine regulations already mentioned.

Our next stop was Santos on November 25. We spent a day and a night there. Santos is where the coffee comes from; and it is a very clean and very pretty little city. The wealthier business men of Santos live in Sao Paulo, a very beautiful town up in the hills, a few hours by rail distant from Santos.

The cities gradually improve in appearance, importance and energy as we get distant south of the equator. Montevideo, Uruguay, was next; we arrived on the morning of November 29, but did not go ashore. We left after a few hours, and our next stop was Buenos Ayres.

Shortly after leaving Montevideo we reached the mouth of the River Plate, and a peculiar spectacle confronted us. The river water does not mix with the ocean water and for miles and miles, as far as we could see, we could trace a sharply defined line of division of the waters. This line was as sharp and distinct as that dividing the plowed and the unbroken part of a stubble field. The River Plate, or La Plata, is formed by the junction of the Parana and the Ascencion Rivers, and at its mouth is 120 miles wide. How is that for a river?

We arrived at Buenos Ayres on the morning of the 30th of November and disembarked immediately. Buenos Ayres was the greatest surprise of the trip. It is a city of over a million inhabitants; and so far as elegance and beauty of its buildings and general cleanliness are concerned, it is ahead of any American city that I have ever seen, except perhaps Washington, D. C. In the older sections of the city the streets are narrow, but they are invariably well kept; and piercing the heart of the city from end to end and terminating in the beautiful park and suburb of Palermo is the "Avenida de Mayo," a street that is wide as our widest boulevards, asphalt paved (in fact, most of the streets are asphalt paved) and fringed on either side with trees, ornamented arc-lights in the center, and in general beauty I am told is equal to the famous Parisian or Russian boulevards.

Spanish is, of course, the language, although there is a wonderful linguistic ability noticed here. Most of the people speak at least two languages, generally Spanish and French. A large proportion

is optimistic. Real estate has risen in the "Camp," as the country districts are called, 300 to 400 per cent in the last two years, and everybody seems disposed to push the boom to the utmost. There are very few Americans here, and little American money is invested; but the English, German, French and Italian investments are important and heavy in the order named. The immigration is light, mostly Italian. Commerce is not carried on as freely as it should be, because of various governmental taxes on commercial effort; nevertheless,



AVENIDA DE MAYO, BUENOS AYRES.

in spite of the restrictions (many of which are absurd), the country is growing and thriving.

My experience with the government officials has been pleasant. They have been very courteous to me, and have shown considerable interest in my mission, so that altogether I feel that my trip will be a success, and that I will have, when I return, information that may be useful, and certainly will be interesting.

I had intended to devote more space to a description of the outlying "Camp" country, but I fear that I have already made this letter so long that it will be tedious to you, so I will leave my "Camp" stories for the next, or until I see you, which I expect will be about March.

If you see any of my friends in the grain trade (and I know you will, for you know all of them),



PLAZA VICTORIA, BUENOS AYRES, CATHEDRAL ON LEFT, GOVERNMENT BUILDING ON RIGHT.

speak three and four; and, I believe, there is a greater proportion of the population who speak five languages in Buenos Ayres than we will find in our country speaking three.

Rosario, the next city in importance in this country, has 125,000 population, and is a solid and substantial, though quiet little city. Here the same facility of language is noticed. Outside of Rosario and Buenos Ayres there are no cities of more than passing importance, and the country, being new, is wild in exact proportion to its distance from railways and from these cities.

This country is on a boom now; prices for everything are away up; living costs are two or three times what they are in the States, and everybody

remember me to them, and say to them that although I am enjoying this trip and learning much, about the best place, after all, is Chicago, and as a matter of fact, a sight of the harbor lights of New York and a whiff of Chicago's smoke-laden ozone is my dream and my most ardent desire. Tell all the boys that I am feeling fine, and give them what news I have given you here, for I can't write to them all.

It is mighty hot here to-day, 90 degrees in the shade, and they tell me it will be worse later on. Whew!

Secretary Miller has issued a new directory of regular Nebraska grain dealers.

### THE HESS PNEUMATIC GRAIN DRIER AT CALUMET ELEVATOR "A," SOUTH CHICAGO.

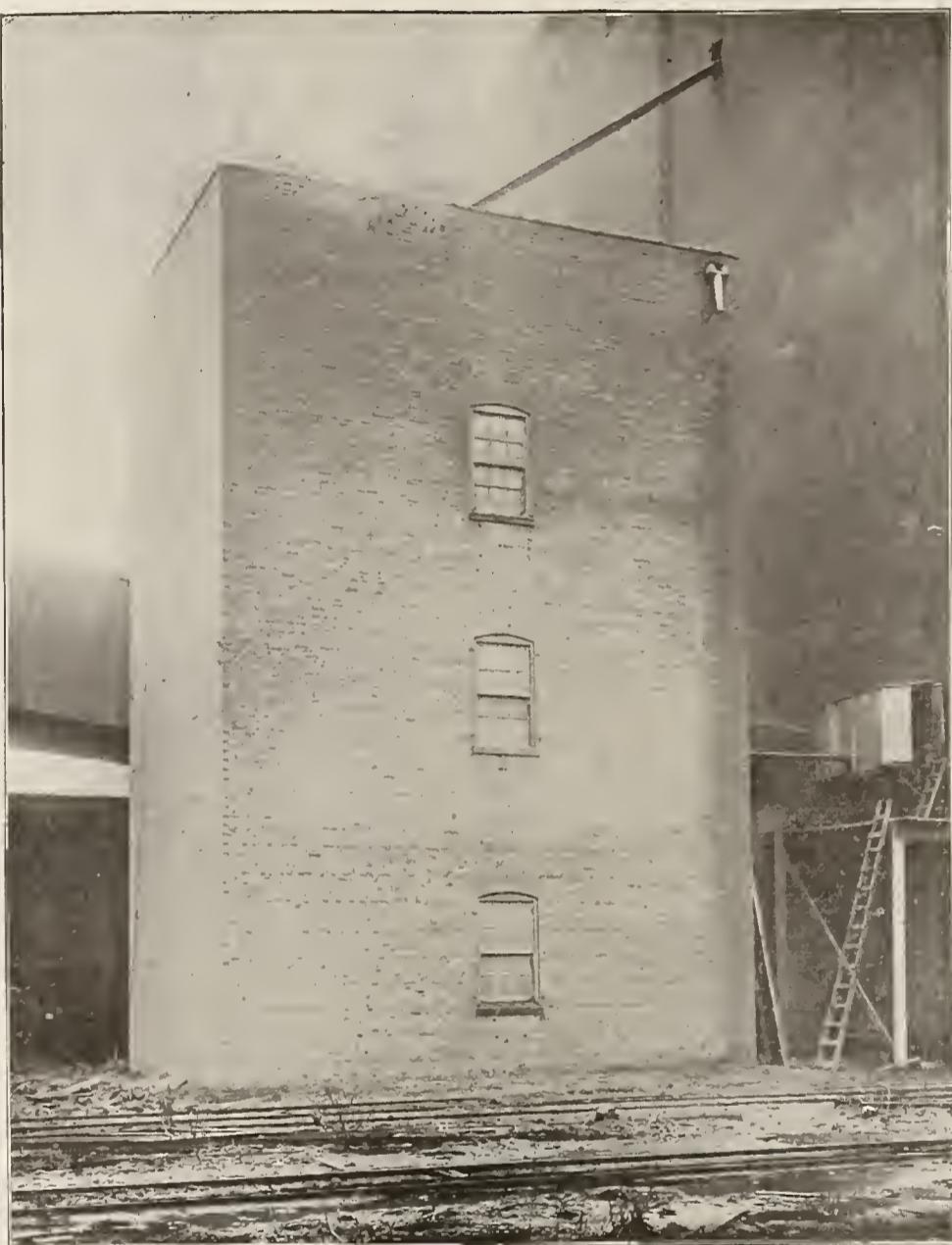
When King Richard III on that memorable field of Bosworth raised the historic cry, "My kingdom for a horse," he wanted one badly and he needed it quickly. As the result of his not obtaining with sufficient promptness this useful quadruped, he subsequently lost his kingdom and his life into the bargain. If he could have seen that at this particular time he would have needed his equine friend, he would no doubt have made the necessary previous arrangements for having one to carry him away from his very grievous predicament.

To draw a simile between King Richard and the average grain dealer might seem a trifle paradoxical, but there are times when in respect to grain

the elevator to this chamber where it falls into a series of vertical racks side by side with air spaces between. The racks are made up of steel shelves on cast iron supports, there being eight sections with shelves on both sides.

As the grain is spouted into the racks it falls into layers or columns, and fresh air, heated by 17,280 lineal feet of one-inch steam pipe in the steam coils, is forced by a fan into the air spaces. It cannot escape thence except by passing through the grain layers and carrying the moisture with it out through the ventilators at the top of the building. The temperature of this room is kept at about 160 degrees Fahrenheit.

When the grain is sufficiently dried, which requires about 25 minutes, the operator allows it to fall to the second floor or cooling chamber. The top floor is refilled with damp grain at once. A



HESS PNEUMATIC GRAIN DRIER AT CALUMET ELEVATOR A.

driers the grain man is somewhat in his highness' position. When he has grain that is deteriorating every day for want of a drying plant the grain merchant no doubt wishes that he had used a little foresight and had one on hand for his necessity. It is the purpose of this article to show one of the driers that is popular on the market to-day and to describe some of the processes of grain drying.

The accompanying illustration is a very good picture of the grain drier which the Hess Warming & Ventilating Company of Chicago built for the Bartlett, Frazier & Carrington people for Calumet Elevator A at South Chicago, last year. The drier was commenced on March 27 and was finished twenty-three days later. The building which houses the drier is of brick; is a distance of six feet from the elevator, and is 27x33 feet and 52 feet high. The capacity of the drier is 24,000 bushels per day and it consists of two units of 500 bushels each side by side within this housing.

On entering the drier your guide takes you to the top, or third floor, which is the heating chamber. The grain to be dried is spouted direct from

special feature of the drier consists in the fact that the heat given off by the cooling grain is not wasted in the outer air but is drawn again through the heater and then applied to the damp grain in the heating chamber. After the grain is cooled the operator again manipulates the slides which control the fall of the grain and it descends into the hoppers on the first floor, from which it is carried by conveyor back into the elevator.

Mr. J. H. Hicks is superintendent of the elevator and regards the grain drier as an invaluable acquisition to the company's plant. It has been operating constantly since it was built and has demonstrated its utility as a perfect drying plant. When it is considered that a premium of from three to five cents is paid for dried grain the value of the plant at once becomes apparent.

Owing, it is claimed, to unusual arrivals of poor wheat at Milwaukee the tracks of the terminals there were so congested that on January 22 the C. M. & St. P. declared a blockade and refused shipments for a fortnight.

### INDICTED A SENATOR.

The Federal grand jury at St. Louis on January 23 created somewhat of a sensation by returning an indictment against Senator Joseph R. Burton of Kansas, charging him, on nine counts, with accepting, between November 22, 1902, and March 26, 1903, four months, five checks of \$500 each from the Rialto Grain and Securities Company while a United States Senator, for alleged services in interceding with the Postmaster General, chief postoffice inspector, and other high post-office officials to induce them to render a favorable decision in matters affecting the permission of the Rialto Company to use the mails, and to prevent the issuance of a fraud order against the company. Major Hugh C. Dennis, president of the company, and W. B. Mehane, associated with him, are named in the indictment as the men who made the check to the Senator. William E. Cochran, chief post-office inspector, from Washington; Major Hugh C. Dennis and W. B. Mehane are supposed to be the prosecution's witnesses. Postmaster General Payne and his Fourth Assistant, J. L. Burton, also are named as possible witnesses.

As a result of his connection with the company Dennis was indicted both in the Federal and state courts, but the United States Court acquitted him. Four indictments found in state courts against Dennis are still pending.

The penalty provided upon conviction for the offense with which Senator Burton is charged is a penitentiary sentence of not more than two years and a fine of not more than \$10,000, and one so convicted shall be rendered incapable of holding office of trust, honor, or emolument under the government. United States Senators are immune from arrest, except for certain specified crimes, while the senate is in session. Senator Burton immediately went to St. Louis and waiving his privilege gave bail in the sum of \$5,000, and made arrangements for trial of the case. "My connection with Dennis was simply that of a lawyer professionally employed to defend a suit of prosecution," said Senator Burton. "Dennis was having some trouble with his company, besides the indictment which was brought against him and he came here to consult me regarding the case. It was while here we visited the Postoffice Department and made the inquiries regarding charges against Dennis."

The Federal statute which it is alleged Senator Burton violated is as follows:

Section 1782. No Senator, Representative or delegate, after his election and during his continuance in office, and no head of a department or other officer or clerk in the employ of the government, shall receive or agree to receive any compensation whatever, directly or indirectly, for any services rendered, or to be rendered, and to any person, either by himself or another, in relation to any proceeding, contract, claim, controversy, charge, accusation, arrest, or other matter or thing in which the United States is a party, or directly or indirectly interested, before any department, court-martial, bureau, officer, or any civil, military or naval commission whatever. Every person offending against this section shall be deemed guilty of a misdemeanor and shall be imprisoned not more than two years; and fined not more than \$10,000, and shall, moreover, by conviction therefor, be rendered forever thereafter incapable of holding any office of honor, trust or profit under the government of the United States.

The trade is familiar with the business of the Rialto Grain Company at St. Louis. It was organized in the summer of 1902 by Major Hugh C. Dennis, who went to St. Louis from Canada a few years previously and had become the general agent for an insurance company. Charles H. Brooks, in the spring of 1902, organized the Brooks Brokerage and Commission Company; and when in that summer he went to California he asked Dennis to conduct the business for him while he was away. Friction arose between Brooks and Dennis when Brooks returned, and then Dennis organized the Rialto Company. Associated with him were W. D. Mahaney, who became secretary; William Leftwich, Andrew D. Hardie and Hector McLeod. McLeod is a Canadian whom Dennis invited to St. Louis. From the beginning the Rialto Company did a flourishing business. It advertised heavily, and was

charged with irregularities. As stated above, an indictment in the Federal court failed to stick and those by the state courts are yet to be tried.

#### EXCHANGE REORGANIZATION AT NEW ORLEANS.

The formal act of consolidation of the New Orleans Board of Trade and the Maritime and Merchants' Exchange, took place on February 1, and is explained in a letter by Secretary Fred Muller on another page. This much of the unification of organizations representing the commercial interests of the Crescent City has proved so satisfactory to



J. HENRY LAFAYE.

President New Orleans Board of Trade.

the interests involved, that it is rumored the Sugar Exchange also is considering a proposition to consolidate with the Board of Trade on the same basis as the merger of the Maritime Exchange was effected.

#### GRAIN INSPECTION AT NEW ORLEANS.

The consolidation named above made necessary a reorganization of the New Orleans grain inspection system, which was done at a meeting of the directors of the Board of Trade held on January 29. At this meeting the grain committee submitted the following appointments in the inspection department which were approved:

Chief Grain Inspector, W. L. Richeson, who has been chief inspector of the Maritime Exchange; assistants, Geo. Colby, John Anderson and J. H. Kamlade; secretary of the department, Eugene V. Ansenmann; deputies, John Stringer, Henry Hurlegand, Jos. Helledig.

The Board of Trade will soon establish a bureau of supervision over weights; and it is probable that Robert McMillan, ex-chief grain inspector of the Board of Trade, will be made chief supervisor of that department and that W. A. Quinn, the retiring secretary of the grain inspection department, will be offered a position with the same department.

Inspection under the new order began on February 1, the first certificate being issued to the Hall-Baker Grain Co., for 4,000 bushels No. (2) Two Hard Winter Wheat, Crop 1903. The work began with what the records show to have been the heaviest inward movement of grain in any one day for over a year, the arrivals being 156 cars (150,000 bu.) of corn and 160 cars (90,000 bu.) of wheat, from Illinois, Kansas, Nebraska, Indian Territory, etc. It was consigned to various exporting agencies in New Orleans for Europe, much of it entering upon through bills of lading subject only to New Orleans inspection at the hands of the newly inaugurated inspection department.

The Board of Trade makes the following statement as to the local inspection and weighing systems:

*To Grain Shippers:*—Please be advised that we have decided to establish a weighing bureau at the

port of New Orleans under the auspices of the New Orleans Board of Trade, Limited, believing that the question of correct weights is one of the most important factors in the delivery of grain. The bureau will be in charge of an efficient chief weighmaster, who will be assisted in performing the work of the department by the grain committee and by weighmen thoroughly familiar and experienced in that particular line.

"The arguments recently brought before the Grain Dealers' National Association at their convention at Minneapolis, and the strong endorsements from the officials of all the state grain dealers' associations, hastened the decision of our exchange to establish such a bureau as a safeguard in the interest of the shippers, as well as receivers of grain. The bureau itself will be conducted on plans similar to those in Baltimore and other cities, and while we do not think it advisable for the present moment to make the use of the department compulsory, we hope that all shippers of grain into and through New Orleans will avail themselves of the facilities afforded.

"The charges, as fixed for the present, are 50c per car inward and 25c per thousand bushels outward. With the development of the bureau, it is likely that these charges will be reduced at the earliest possible moment."

Chief Inspector Richeson, whose election by the grain committee was unanimous, is a young man, still in the thirties, who, as a boy, was raised in Chicago, but educated in grain in Kansas City and St. Louis. When the Maritime and Merchants' Exchange, a few years ago, was hunting for a chief inspector, the grain men of the West, interested in the port's business, recommended Mr. Richeson, who was then at St. Louis, as the ideal man for the place. He was taken to New Orleans, placed in charge of the department, which thereafter inspected practically all the grain going through the port. He is thoroughly expert in his profession, and to his



W. L. RICHESON.

Chief Grain Inspector New Orleans Board of Trade. technical knowledge and skill he unites executive ability and many personal qualities which combine to make him and his office as popular as it is efficient.

State Grain Inspector Arrasmith has prepared a circular letter addressed to the several county assessors of the state of Washington requesting them to provide a special blank for use of deputies in obtaining statistical information from farmers while they are taking values for the assessment rolls in March. These blanks are intended to be filled in by the farmer, to show the acreage of wheat, oats, barley, corn, etc., sown and report made to the state inspector, who from these reports can form reliable estimates of future crop under favorable weather conditions.

#### THE NEBRASKA CO-OPERATIVES MEET.

The state association of co-operative elevator companies in Nebraska met at Lincoln on January 20 and 21 and listened to H. H. Carr of Chicago, who told them how the regular grain dealers of Illinois, "whose average investment is but \$5,000," "by combination," "dominate what shall be done in the marketing of the grain of the 306,000" farmers of this state. Then he changed the subject to reel off a pipe-dream of "dollar wheat" and what would happen if the farmer should get it:—"every business enterprise would thrive because the man who supports them would be doing well"—just as though



FRED MULLER.

Secretary New Orleans Board of Trade.

every business enterprise had not been thriving for several years, including farming, and no one in America had gotten a dollar for wheat, either! The reporter for the daily press said a hundred associations were represented. This probably means about thirty, more or less.

The following resolutions were adopted:

We most heartily indorse the principle of co-operation; and we extend the invitation to every local organization to become a member of our state association, believing that the co-operative plan is the only effective way by which we can handle our produce for our mutual welfare.

We further suggest that the board of directors use all its influence in the organization of new companies.

We feel the need of legislation and of the enforcement of the laws already enacted, and we recommend to this body the appointment of a committee on legislation.

The legislative committee named is composed of O. G. Smith of Kearney, James T. Brady of Albion, H. H. Hanks of Otoe, James Ryan and D. W. Baker. It will be one of the duties of this committee to test the validity of the Ramsey Act; or, if the law is set aside, to prepare a bill for a substitute, and work it through the legislature.

The following officers were elected: J. S. Canady, president and organizer; H. H. Hanks, vice-president; J. T. Brady of Albion, secretary; O. G. Smith of Kearney, treasurer. One director from each congressional district and one director-at-large as follows: First, H. H. Hanks, Otoe County; second, no one present; third, O. Brittell, Elgin, Antelope County; fourth, D. W. Baker; fifth, J. S. Canady, Minden, Kearney County; sixth, L. S. Deets, Buffalo County; director-at-large, J. T. Brady of Albion, Boone County.

Reports from various members gave the information that there were troubles with the railroads in various parts of the state. O. G. Smith of Kearney reported no sidetrack. Mr. Hubbard said there had been difficulty in getting cars from the Missouri Pacific at Juniata. R. B. Price of Thayer told of troubles with the North-Western Railway.

Commenting on statements made at the meeting a Burlington official denied that that company is fighting the independent buyers; but "the company is not acting immediately," he said, "on the de-

mands of new elevators until it thoroughly canvasses the grounds and sees that there is reason why these demands should be met. At several places on our system coöperative and independent companies have been buying and the road has thrown no obstacles in their way. Of course in times of car shortage the company, like people in other lines of business, tries to take care of its best patrons first, and this has at times given rise to the belief that the company is working with or working against certain interests. All things being equal no shipper gets more advantage than another. I know personally that in some places where a demand has been made for a site for coöperative companies the buyers have been paying all the market would permit. The interests of the farmers are the interests of the railroad, and nothing will be done which in the opinion of the railroad managers will now or eventually injure the farm interests."

#### GRAIN INSPECTION AT COLUMBUS, OHIO.

The members of the grain trade of Columbus who are also members of the Board of Trade of that city have protested against the attitude of that body toward the inspection and weighing of grain at Columbus, said protest taking the form of the resignation of the grain committee on January 14.

The grain committee of the Board had been trying for two years, more or less, to get the Board to reform the system in vogue in Columbus, and lately asked the board of directors to adopt certain recommendations by the committee representing the trade, regarding the inspection and weighing of grain. Whereupon the directors appointed a banker, a dry goods merchant and a coal operator (personally unobjectionable men all, but wholly unacquainted with the grain business) to investigate and report on the recommendation of the grain committee. Said recommendations were as follows:

First.—At the next regular meeting of the board of directors, there shall be appointed, on recommendation of the grain committee, a chief inspector and weigher of grain, who shall serve until his successor is chosen and qualified; and at the regular meeting of the board of directors in May of each year thereafter, a chief inspector and weigher of grain shall be appointed, who shall serve for one year, or until his successor is elected and qualified. Such officer shall have power to appoint as many deputies as may be necessary to properly attend to the work of the department; all such appointments shall be subject to the approval of the grain committee and board of directors.

Second.—Before entering upon his duties the chief inspector shall give bond in the sum of \$500.00 and each deputy in the sum of \$300.00 for the faithful performance of his duties.

Third.—It shall be the duty of the chief inspector to supervise and oversee the work of the several deputies, who shall serve under these rules and report promptly any neglect, carelessness or dereliction of duty to the chairman of the grain committee. He shall have power to suspend any deputy for cause and at once report such suspension to the grain committee.

Fourth.—The grain committee shall have general charge of the inspection and weighing of grain, hay, and straw, and all inspectors and weighers shall work under their direction. Anyone feeling aggrieved by the inspection or weighing of any article may appeal first to the chief officer and from him to the grain committee, and after investigation of the matter, the decision of the committee shall be final as to grade or weight.

Fifth.—The grain committee shall, previous to the time for each election of the chief inspector and weigher, recommend to the board of directors some suitable person for such position, and in case of the suspension of any deputy they shall investigate the matter promptly and report their findings with recommendation to the Board for action.

Sixth.—All inspections shall be made and grades determined in accordance with the rules adopted by the Board of Trade and such standard samples as may be arranged from time to time by the grain committee.

These rules the committee composed of the banker, dry goods man and coal operator amended in various ways, inserting, in section one, after the words "on recommendation of the grain committee," the words "or some member thereof"; section four was amended to permit a final appeal to the board of directors without the formality of an investigation; section five was changed as was section one;

and section six was made to require the approval of the grades and standard samples by the board of directors. This committee further recommended the appointment of J. J. Bright as chief grain inspector and weigher of grain.

The report of this hybrid committee having been accepted and approved by the board of directors, the grain committee of the Board, composed of E. W. Seeds, J. P. McAllister, J. W. McCord and C. H. Tingley, immediately resigned, their joint letter of resignation saying among other things that—

We are in receipt of a communication from Secretary Bassell, advising us of the action of the board of directors with reference to the inspection and weighing of grain in Columbus.

We beg to say, that in our opinion the recommendations of the committee have been so amended as to utterly destroy their efficiency in safe-guarding the work of that department, and that under the new arrangement, the situation may easily be worse than under the old.

May we remind you that early in 1902 the grain committee asked the Board to adopt a set of regu-

reference to the market had come from the elevator in which he had been employed as inspector and weigher.

The grain committee feel the situation is very unsatisfactory to the grain trade, all the members of which at one time contemplated withdrawing from the Board in a body in protest, but so far as we are informed have not done so, hoping, no doubt to secure the reforms asked for by other methods.

#### BRICK GRAIN ELEVATOR AT RUSHFORD, MINN.

A very handsome and serviceable brick elevator was completed for the Farmers' Elevator Company at Rushford, Minn., in December, by S. H. Tromahausen of Minneapolis. It has a capacity of 25,000 bushels and is entirely of fire-proof tile construction.

The elevator's dimensions are 31x33 ft. and 58 ft.



BUILDINGS OF THE FARMERS' ELEVATOR COMPANY AT RUSHFORD, MINN.

lations similar to those in use in most of the larger markets; this request was disregarded and a double headed, or headless, system was adopted.

It was not long until complaints began to be made of the work done thereunder. . . . Your grain committee then took up the matter again and recommended practically the same organization and regulations for the department that had been offered by the committee of 1902.

As noted above, these have been so changed as to destroy their efficiency; furthermore, the appointment of a chief inspector seems to have been made in violation of the rules just adopted by the Board. In the view of the above facts, and the entire disregard of the recommendations of the grain committee, which is composed wholly of men who have been actively engaged in the grain trade in Columbus for more than twenty years, and who might be supposed to know something of the proper arrangements for such a department to secure accurate results, and the further fact that your action, in our judgment, places the department in a condition that will not commend itself to the grain trade, we, the undersigned, therefore, believing that a grain committee is a useless appendage to the Board of Trade, hereby tender our resignations as members of such grain committee, to take effect at once.

The appointment of the chief inspector was especially objectionable to the trade, in view of the fact that, whatever the gentleman's qualifications and disposition, the source of all the complaints with

in height. It rests on a concrete foundation with rubble stone walls up to the level of the car floor. The tile walls commence on top of the rubble stone and are eight inches thick, laid in Mankato cement, thus giving the strongest possible construction.

The floors and roofs are made of concrete, supported on I beams with a web of wire netting laid in the concrete. The driveway, engine room and office also are built of tile with cement roof.

The elevator has twelve bins of about 2,000 bushels' capacity each. The overhead bins are all hopper-bottomed.

The machinery equipment consists of two stands of elevator legs with capacity of 1,500 bushels an hour each, one Special Cleaning Machine from the Huntley Manufacturing Company, a Savage & Love Dump and Fairbanks Scales and Engine.

The Grain Dealers' Association of Oklahoma Territory report that the territorial elevators have a total storage capacity of 3,253,000 bushels.

The report of the Galveston Grain Committee shows that during 1903 18,780,856 bushels of wheat and 4,333,321 bushels of corn were exported through that port, a decided increase over the figures for 1902.

**NASHVILLE IN MOTION.**

The Nashville Grain Dealers' Association of Nashville, Tenn., held its annual banquet on January 22; and among other speakers was W. W. Hughes, who said: "Nashville needs more elevators. Nashville is losing a big grain business which she might handle as easily as other cities if she had the facilities for handling and storing wheat and oats. At least three times the present capacity is needed to handle the grain properly."

Mr. Hughes was a true prophet, for only about a week later the Nashville Warehouse and Elevator Co. announced that it had decided to build an addition to its plant which will double its present capacity. The elevator has now in use a capacity of 300,000 bushels of grain. The new addition will give the elevator a capacity of over 600,000 bushels. About 3,000,000 bushels of grain are handled annually by this company.

The elevator is located in the railroad yards in South Nashville, across several tracks from the big warehouse of the company, and connected with it by a tunnel. The addition will be built on one side of the present elevator, and will form a part of it. It will contain 200 bins, with a capacity of from 1,500 to 5,000 bushels each. It will be built of cribbing, and will be iron clad. Modern machinery for handling grain will be installed. The addition will measure 160 by 80 feet, and will cost about \$40,000. With the improvements which are planned the work on the elevator and warehouses will cost \$50,000.

The Nashville Warehouse and Elevator Co. operates a public elevator. It does no business of its own in grain, never buying or selling a bushel, but handles for grain dealers, making its profits from storage charges, delivering to the owner the identical grain stored by him.

The Nashville Warehouse and Elevator Co., which was established in 1875, is capitalized at \$150,000. Its officers are: Edgar Jones, president; Samuel J. Keith, vice-president; Chas. Rouzer, secretary and treasurer, and C. A. Harrison, superintendent.

**THOS. D. RANDALL.**

Probably no man is more familiar with the commercial history of Chicago during the last half century than Thos. D. Randall, head of the commission firm of T. D. Randall & Co. The business he established has passed through financial panics and fire, and yet it has steadily grown until to-day it is one of the most extensive in the West.

Mr. Randall's history is largely that of the development of the commission business in Chicago, where he began operations in this line in 1852. Mr. Randall was born on August 14, 1834, near Providence, Rhode Island, and is a son of Richard and Betsy (Wilcox) Randall. His father was born in the town of Cranston, in the same state, on January 9, 1802. He was a machinist by trade, and died in Chicago in 1878. His mother was born in the town of West Greenwich, R. I., in 1811 and died in her native state in 1848. The Randalls were among the first settlers of New England.

Thomas spent his early days in the East, but failing health caused him to come West in 1850. He stopped at Chicago, then a small town, and one not altogether prepossessing; and during his few months' stay he came to the conclusion that he did not wish to make Chicago his future home and returned to Rhode Island. His taste of Western life, however, with its freedom, enterprise and progressiveness, unfitted him for a residence in his native state, and in 1851 he returned to Chicago and engaged in the cigar business. The following year he did the first commission business transacted in the city; and disposing of his cigar store, he embarked in the produce business in the old State Street Market, a structure that stood in the middle of State Street between Randolph and Lake Streets. His first business transaction on commission was the following: A farmer came in from Kankakee with a load of fruit and produce, and not wishing to spend his time in peddling it about the streets he agreed with Mr. Randall for the latter to handle his load for 25 per cent of the gross sales. For

two years he handled produce on that basis, when a reduction in the commission was made; and eventually the margin was reduced to 10 per cent. And in this way was established the pioneer commission business of Chicago, which since has grown to such immense proportions.

Mr. Randall continued to carry on operations in his old quarters in the Market until it was torn down in 1857, when he removed to the Garrett Block, which occupied the site of Marshall Field & Co.'s present store. Chicago was then becoming a commercial center, but bore little resemblance to the city of to-day. The center of the commission trade, South Water Street, was improved with a few shaky, wooden elevators, bordering on the river, while on the south side of the street were saloons and boarding houses. Some years elapsed before it was transformed into the busy center of trade it is at the present time.

Early in the 60's Mr. Randall removed to South Water Street, being among the first to locate there; and his business was continued with good success until the great fire of October 9, 1871. Undeterred

lings. A few years later hemp rope was substituted, being lighter and cheaper. In the early 60's wire was introduced and proved more satisfactory.

In 1855 Mr. Randall wedded Miss Ann Lithgow, daughter of George and Charlotte Lithgow. Her father died in Chicago about 1849 and her mother found a permanent home with Mrs. Randall until January 30 of the present year, when she passed away peacefully at the advanced age of 88 years, 5 months and 10 days. To our subject and his wife have been born eleven children, eight of whom are now living. The family has a pleasant home at 2624 Calumet Avenue, where hospitality reigns supreme and good cheer abounds.

In the primary organization of the World's Fair Association Mr. Randall served on the Finance Committee until the directors were elected. Fraternally he is a Mason, attaining to the Knights Templar degree as a member of the Apollo Commandery. He is also a member of the Citizen's Association and holds membership in the Art Institute and Field Columbian Museum. He is a pleasant, genial gentleman, who, through the long years of his residence,



THOMAS D. RANDALL, CHICAGO.

by his loss in that great disaster, he resumed business in temporary quarters at Twenty-second and State Streets, where he remained until the following spring, after which he spent about a year on Michigan Avenue, south of Hubbard Court, and the next spring removed to 118 South Water Street.

About 1875 dissatisfaction was expressed among commission merchants in that locality that the rents charged were too exorbitant; accordingly about twenty-five removed to Jackson Street, near Fifth Avenue, Mr. Randall among the rest. Although he did a good business there, the location was not as advantageous as the other, and he returned to South Water Street, where he continued until May 1 last year, when T. D. Randall & Co. turned the fruit and produce business over to Mr. Randall's son, George W. Randall, and that business is now running under the firm of G. W. Randall & Co. at 219 South Water Street. The hay, grain and flour department meantime had grown to such large proportions that it necessitated a change of quarters and Mr. Randall removed to 92 Board of Trade Building, where the firm of T. D. Randall & Co. has a large, light, well equipped office.

It may prove interesting to state that the first hay sold in Chicago came in on wagons, was sold by the load and not usually weighed. About 1857 they began to ship baled hay in car lots. The bales were large, weighing from 400 to 500 pounds each, and were bound with hickory and oak sap-

has made hosts of warm friends. He finds in travel a source of recreation and pleasure; and his business trips have made him particularly familiar with his own country. He has visited every fruit-growing and produce-shipping locality of note in the United States and has also made tours through portions of South America and Mexico. His trade extends over all parts of the country. As the founder of what has become one of the most important lines of business in the West, he deserves special credit. His success has been the result of honest, persistent effort in the lines of honorable and manly dealings; his aims have been to attain the best; and he has carried forward to successful completion whatever he has undertaken. His life has been marked by a steady growth and now he is in possession of an ample competence, and, more than all, has that contentment that comes from a consciousness of having lived for a good purpose.

Baxter of New York and Atlanta, with two hundred branches, according to Chicago papers, failed last Saturday, January 30. Cotton hit him hard. Big advances on grain or stocks would hit many others the same way, if the sucker patrons would close their deals and take their profits. One Chicago paper of Sunday, January 31, had a big advertisement of the bucket-shop which quit here the other day when two plungers hit them for a few thousand.—C. A. King & Co., Toledo, February 1.

## McCLURE &amp; CO.

McClure & Co. of Mt. Auburn, Ill., operate two houses, one at Mt. Auburn and the other at Osbornville. The Mt. Auburn plant, shown in the accompanying engraving, consists of an elevator having five dumps and a capacity of 10,000 bushels with tight bins for shelled corn and oats, and bins for shelled corn; also a storage crib, on the right of the picture, for ear corn, which is connected with the elevator proper by a belt conveyor. This crib has storage for 25,000 bushels.

Both the elevator and the storage crib are run by a 22-horsepower Fairbanks Gasoline Engine.

The Osbornville house has 15,000 bushels' capacity and is managed by G. E. Whaley. This house is operated by steam power.

## RAILROAD SITUATION IN INDIA-ANA.

[A Report of the Legislative Committee of the Indiana Grain Dealers' Association, prepared and read by C. S. Bash of Fort Wayne, and adopted by the Association on January 6, 1904.]

A year ago I was inveigled into giving you a ten-minute talk on railroad discrimination in furnishing cars, demurrage rules and rates. The result was I was made chairman of the committee on legislation and am here to report.

I can say that Mr. Combs and Mr. Goodrich, my companions in misery, acted nobly, did their duty and are entitled to your heartfelt sympathy and thanks. On account of the illness of one of our friends in the senate, and the enormous amount of information necessary to determine our action, we were unable to get our bill drawn until over two-thirds of the session of our legislature had elapsed. It was apparent then that we could not hope for relief at that session; but your committee were having such opposition from the railroad interests of the state that they deemed it best to go ahead and pave the way for the next committee, who, we believe, will have less opposition. A full report of our efforts was made and published; and if you have not a copy, you should get one at once of the secretary.

Many things that occurred were necessarily left out of the report, as the Association could not have raised money enough to have printed all that transpired; and the membership would never have gotten time to read it if printed.

To be brief, the greatest lobby of railroad attorneys ever assembled in this state for the purpose of fighting a bill met in Indianapolis the latter part of February and was continuously in session until the close of the session. What influence these gentlemen had, with the powerful backing behind them, can better be imagined than stated. Our worthy senators and representatives were treated with the utmost solicitude as to their health and welfare; and between baths and winter resorts, railroad passes and the burning of matches, breaking of straws and the tangible influences which were brought to bear where it was found possible to bestow them acceptably, your very worthy committee were lost and forgotten. Your committee have not spent one dollar in this work outside of the employment of attorneys to draft the bill and look after its passage. They return to you with clean hands, without a stain or taint on their garments.

Now, gentlemen, is the time to prepare for 1905. Commence to get ready now, and keep getting ready and readier every minute, until the tap of the bell for the next race in 1905. First, we want a governor in sympathy with our cause; next, an attorney-general; next, the lieutenant-governor and speaker, and last, but not least, the membership of both houses. Every member of this Association should make this his business for the next twelve months. He should interest every farmer in his district. Every shipper and merchant, whatever his line, should be awakened. The standing of our members should be found out at once, and where information is wanted, so that our position should be thoroughly understood, the same should be asked for from our secretary and he will see that it is promptly furnished.

Only last week a traveling freight agent advised me that there was no question but that the railroad companies are liable for damages to a shipper at any interior non-competitive point, who had not been furnished with cars if he could show that the railroad companies had furnished cars at competitive points. I made this statement a year ago and now reiterate it. A number of legal authorities can be cited if desired. There is no question as to relief in this direction if it is gone after.

It is held by the best authorities that when a railroad company has delivered its car of freight at destination the responsibility as a common carrier ceases; and the car service association was formed. And while it is organized, and to all outward purposes is separate from the railroad companies, it nevertheless eats and sleeps in the same house; and when it gets into trouble, its cause is immediately taken up and protected by the local freight agent. Some lines in our state have their own car service department, which controls all stations at non-competitive points, and does not even report to the Indianapolis head.

As I said a year ago, the discrimination as to the furnishing of cars, demurrage rules, unjust rates and all local troubles with the railroad companies, cannot be reached by the Interstate Commerce Commission. They have so advised us, and

per mile has decreased and yet rates are advanced and demurrage on a car is still one dollar per day, although the car may contain twice or three times as much as formerly, and consequently require more time to unload. And then think, gentlemen, in view of the condition of the railroads, of a charge of \$1 per day demurrage, or over \$300 per year and on any kind of a car—flat, gondola, box or stock car. A revenue of over 50 per cent on the investment without the expenditure of 5 cents for axle grease or motive power. Will it be possible to find a legislator who will turn a deaf ear to our next appeal or a governor who will veto their findings?

I have before me the decisions of the higher courts on the questions before us and would be glad to have them read to you or by you if time will permit.

There is no question as to the right of state railroad commissioners to compel the building of such switches, and the interchange of business. The case of the railroad commissioners of Minnesota was taken to United States Supreme Court, and the orders of the commission were upheld, although the railroads showed that a large amount of the business was inter-state—between Minnesota and Iowa; and yet we have in this fair state of Indiana—yes, the fairest in the United States,—men who say we don't need a railroad commission, who, in the face



ELEVATOR AND STORAGE CRIB OF MCCLURE & CO., MT. AUBURN, ILL.

have furthermore said that these matters could only be reached by the state legislatures. It is your only relief; and the sooner you appreciate this the better for the interests of the entire state of Indiana.

There is no class of people in the state so vitally interested in this legislation as the farmer or producer. Let him once understand the importance of this legislation to himself, and the problem will be solved. Every shipper knows that the price he pays for grain or any produce is invariably determined by deducting the freight and other railroad charges from the destination prices. Let this be once thoroughly settled in the producer's mind and our army will need no more recruits.

Bills for reciprocal demurrage will be introduced in nearly every state legislature in the Union next year. We should not be behind. In many of the large cities they now have what is known as average demurrage. This is reciprocal as to time credits or debits in loading or unloading of cars; and as I am advised, it is satisfactory to the shippers but not so much so to the railroad companies. It puts a premium on promptness in the handling of cars by the shipper and serves as an impulse in that direction. We have asked for it at Ft. Wayne, but are still waiting to get it.

The Interstate Commerce Commission report shows \$34,000,000 increase in the net earnings of the railroads of this country in 1903 over last year (1902); dividends \$10,000,000 more; and the surprising showing is made of an increase of fifty per cent in both net and gross earnings this year (1903) over 1897. The size of the cars has wonderfully increased. The cost of carrying freight per ton

of the fact that thirty of our sister states have each a railroad commission, still say we should go along in the old ways.

I ask you, gentlemen, whether this state, with the largest variety of interests of any state in the Union, with the most progressive and the most intelligent people in this Union, is not entitled to a railroad commission that will conserve the interests of the people as well as those of the railroad companies? Railroad companies are but public servants. They are the creatures pure and simple of the people whom they serve. The value of their franchises and vested rights increases as the people increase along the same and just in proportion to the patronage bestowed upon them by the people, the fruits of whose labor they reap. It is unfair to class them along with private merchandizing or manufacturing, and the courts have so decided. Recall, if you will, a few years ago when the railroad companies vied with each other for your business; when agent after agent called upon you and solicited your trade; when cars were furnished promptly and your shipments were traced and hurried and you were thanked for the business given; when demurrage was unknown and the general managers were all on the hunt for the best soliciting agents to be found in the country; and then think of the present. The agents haven't time to come and see you now—they are just having a meeting this afternoon!

The New Commercial Distillery at Terre Haute, representing an investment of \$400,000 by Cincinnati and Louisville capitalists, has begun operations, grinding 2,200 bushels of corn a day.

**WILLIAM M. HERB.**

Wm. M. Herb of the firm of Herb Bros. & Martin, dealers in grain, hay and feed, Pittsburgh, Pa., was born in Dubuque, Iowa, in 1864, moving to Pittsburgh in 1869. He started in the grain business in 1884, and has been actively engaged in it ever since, devoting to it his entire time, and stands well in the trade. He was one of the promoters of the Allegheny County Retail Grain Dealers' Association and is its vice-president.

Mr. Herb is also a director in State Bank of



WM. M. HERB, PITTSBURG, PA.

Vice-president Allegheny County Retail Grain Dealers' Association.

Pittsburg, and a stockholder in other large financial institutions of that city.

The Association he did so much to organize and perfect is proving the wisdom of his efforts, and with the kind of backing and management it has it can hardly fail of success and great usefulness.

**MISSOURI MEETING OF THE GRAIN DEALERS' UNION.**

The Grain Dealers' Union held a meeting at Moberly, Mo., on Jan. 21, which was called to order by President Hunter at 2 o'clock p. m., who made a brief statement of the objects of the meeting.

The following people addressed the meeting on interesting subjects: J. H. Wayland, Salisbury, Mo.; M. McFarlin, Des Moines, Ia.; R. W. Pearson, Laddonia, Mo.; E. Picker, St. Louis; J. W. Hill, Des Moines, Ia.; L. F. Cobb, Odessa, Mo.; E. H. Algermissen, Montgomery; Mr. Sailor, Montgomery City.

J. W. Hill of Des Moines made a motion that was concurred in, that when the meeting adjourned, it would do so to meet at some convenient point, on or before April 1, and that the President appoint the committees on entertainment, transportation, program and invitation.

On motion of Mr. J. H. Wayland, a vote of thanks was tendered to the Commercial Club, for the use of their rooms for the meeting.

The meeting then adjourned to 7 p. m.

At the night meeting, on motion of J. W. Hill, it was decided to hold the next meeting at Mexico, Mo., at a date to be determined upon later.

J. W. Hill also moved that the officers of the organization extend a cordial invitation to all dealers who might attend the Sedalia meeting, on the following day, to meet with the Union at Mexico. Carried.

On motion of Mr. Hill it was decided to tender an invitation to Prof. Waters, Dean of Agriculture of Columbia, Mo., to address the Mexico meeting on the subject of "Corn Breeding."

President Hunter appointed the following committees:

Entertainment—W. W. Pollock, Mexico, Mo.; J. B. Hurt, Armstrong, Mo.; E. H. Algermissen, Montgomery City; R. W. Pearson, Laddonia.

Transportation—M. McFarlin, Des Moines, Ia.; J. H. Wayland, Salisbury, Mo.; W. S. Hathaway, Mexico, Mo.

Program and Invitation—G. A. Stibbens, Chicago; J. W. Hill, Des Moines; S. T. Marshall, St. Louis; L. F. Cobb, Odessa, Mo.

The following people were present at this meeting: Thos. Collins, Madison, Mo.; S. Megown & Son, Renick; Harry Plattner, Salisbury; Geo. W. Crump, Centralia; O. J. Wooldridge, Boonville; D. B. Sailor, Montgomery City; C. L. Wright, St. Louis; S. T. Marshall, St. Louis; S. J. Leach, Salisbury; Geo. C. Martin, Jr., St. Louis; J. H. Miller, High Hill; E. H. Algermissen, Montgomery City; Jno. H. Wayland, Salisbury; Wm. McMehill, Shenandoah, Ia.; W. W. Pollock, Mexico, Mo.; R. W. Pearson, Laddonia; Jas. Sandbothe, Martinsburg; A. F. Owen, Brunswick; J. L. Gwynn, Shenandoah, Ia.; E. Picker, St. Louis; D. Hunter, Hamburg, Ia.; G. A. Stibbens, Chicago; L. F. Cobb, Odessa, Mo.; Mr. Hurd, Armstrong; L. B. Wilcox, Moberly; M. McFarlin and J. W. Hill, Des Moines.

**SEDALIA MEETING.**

The meeting of the Grain Dealers' Union held at Sedalia, on Jan. 22, 1904, was called to order by President Hunter at 2 o'clock p. m.

Matters of general interest were thoroughly discussed, and those present were very favorable towards attending a Mexico meeting, and agreed to talk it up with their competitors with a view to having a large attendance.

The following were present: E. Picker, St. Louis; S. J. Dudley, Knobnoster; R. C. Frerkind, Alma; S. L. Risser, Pleasant Green; O. J. Wooldridge, Boonville; D. Hunter, Hamburg, Ia.; J. S. Klingenberg, Concordia, Mo.; J. W. Shy, La Due; L. F. Cobb, Odessa; R. T. Hunt, Pleasant Hill; S. T. Marshall, St. Louis; G. A. Stibbens, Chicago.

**STATE GRAIN INSPECTION FOR MICHIGAN.**

The Michigan State Millers' Association, at its annual meeting at Lansing on January 20, appointed a committee of three to prepare a bill for a law creating a state grain inspection department.

The subject was introduced by Wm. N. Rowe of Grand Rapids, who said:

"I simply desire to say briefly that I am still a strong advocate of the state grain inspection bill introduced at the last session of our legislature. Possibly it should be amended in some particulars; but, on the whole, I believe the bill was carefully drawn. It was published and copies can be had by application to the secretary of this association.

"At our last annual meeting I read a paper on the subject of state grain inspection, and do not know of anything new to be said upon the subject; but shall be pleased to answer any questions that I am able to answer concerning it. During the past year the grain dealers of the state have perfected an organization; and the bill introduced should be so amended as to give them representation and a voice in the selection and recommendation of inspectors. I received a letter from the secretary of the Grain Dealers' Association recently, advising me that they were in favor of state inspection if it could be divorced from politics, and asking for a copy of the bill which we introduced, which was forwarded to him for examination, with the comment that we were agreed upon the question of divorcing the measure from politics as much as possible. On the other hand, it would be necessary for the governor to ratify the appointment made by our board of control in order to invest the officers with state authority to use the state seal upon inspection certificates.

"It has been argued by opponents of the bill that the inspection fee would be an unnecessary expense saddled upon the farmers, but the real fact is that a lack of uniform, authoritative inspection is costing the farmer many times more. For instance, the hay dealer is unwilling to take the chances of inspection at destination unless he has a large margin to work on, nor can he afford to. Michigan today ships more hay than any other state in the Union—approximately a million tons per annum. With a well organized inspection department, one can very safely predict that the average price now

received by farmers would be increased by fifty cents per ton. This would mean a very large sum of money, compared with which the cost of inspection would be a mere bagatelle. What is true of hay would also be true, to a certain extent, with grain, beans and seeds. The legislation suggested by the bill provides that the inspection shall be self-supporting and not an increased tax upon the state at large.

"In other words, we have no inspection worthy the name; our products are going out subject to the notion, whim or caprice of the receiver at destination; and it is costing the producers thousands of dollars. It is proposed to spend a small proportion of this amount for inspection and save the balance. In addition to this the dealer will be saved an immense amount of trouble and annoyance by making his trades subject to state inspection and attaching to his drafts state certificates."

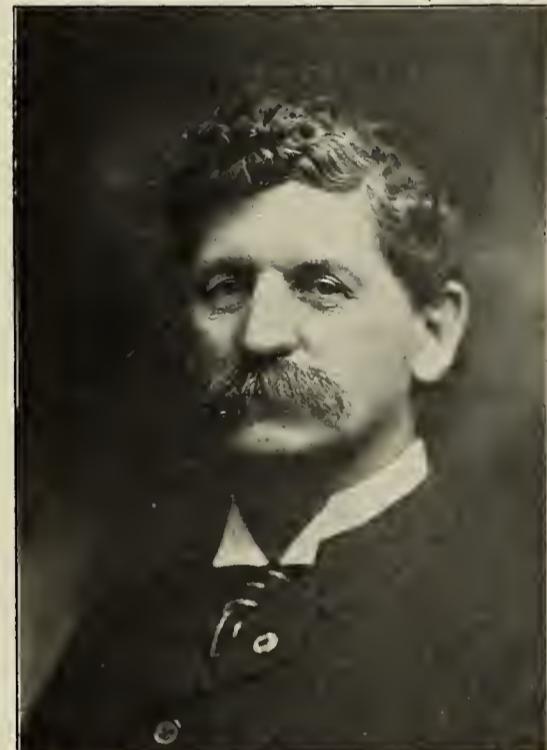
Mr. Rowe moved the appointment of a committee of three to draft a bill to be presented to the legislature at its next meeting.

The motion prevailed and the president appointed on the committee W. N. Rowe, of Grand Rapids; Harry E. Hooker of Lansing, secretary of the State Millers' Association, and Robert Henkel of Detroit.

**C. B. RILEY.**

C. B. Riley, who has just been elected secretary of the Indiana Grain Dealers' Association to succeed S. B. Sampson, has been engaged in the grain business in Indiana almost continuously since 1877. From that year until 1881 he was in business in Decatur County, from which he removed to Rush County, where he has been in the business since, with the exception of a brief interval spent in the West.

Since 1900 Mr. Riley has been associated in business with A. C. Brown of Rushville, the firm name



C. B. RILEY.

Secretary Indiana Grain Dealers' Association.

being Brown & Riley. They operate elevators at Rushville, Milroy and Sexton and do a satisfactory business.

Mr. Riley has been a member of the Indiana Grain Dealers' Association since its organization, and was a member of its first board of managers, to which office he was reelected at the late annual meeting for the three-year term. Subsequently the managers, on deciding to change their secretary, elected Mr. Riley to this office. Mr. Riley will continue his business and retain his residence in Rushville, where his wife and their daughters will reside; but he will continue the office of the Association at Indianapolis as usual.

The Indiana Association is to be congratulated on securing so able a man as Mr. Riley. His good judgment and conservative methods, united with long, practical business experience in grain, will make him an invaluable official undoubtedly.

Austrian granulated rice and rice flour have been imported by New York and Philadelphia for feed.

**THE SONG OF THE WHEAT.**

"Brothers, Brothers, 'tis dark down here—  
Brothers, Brothers, O feel the sun,"  
Whispers the wheat beneath our feet,  
In the glow of life begun.

"Brothers, Brothers, the light is good—  
Brothers, Brothers, my sap runs strong,"  
Murmurs each blade by the warm wind swayed,  
In an endless whispering song.

"Brothers, Brothers, I'm fair and strong—  
Brothers, Brothers, I'm crowned with gold,"  
Whispers the wheat with its task complete,  
And the tale of its labors told.

"Brothers, Brothers, the earth was dark;  
Brothers, Brothers, the world is fair—  
But we struggled on and we gained a crown  
Which each of us may wear."

—Elmer Brown Mason in the Reader.

**COMMUNICATED**

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

**CAN'T DO IT, YOU KNOW.**

*Editor American Elevator and Grain Trade:* Enclosed find one dollar; please send me the "American Elevator and Grain Trade." Thought I could get along and do business without it, but find it a very pleasant companion to have about.

We are shipping most of our corn to the seaboard and every car has graded nicely. No trouble to get cars when wanted.

The growing wheat is doing well.

Yours truly, GEO. W. TOPPING,  
Lyons, Ind. Lyons Mill and Elevator Co.

**AN ERROR—FARMERS SATISFIED.**

*Editor American Elevator and Grain Trade:* I hand you herewith one dollar to pay for the "American Elevator and Grain Trade" for one year.

I notice you say in issue of January 15, that there is being built at Herscher, Ill., a farmers' elevator. You must have been misinformed. There is no farmers' elevator being built there, and, so far as I know, there never has been any talk of it. I think the farmers perfectly satisfied with the treatment they are receiving from the regular dealers.

Yours truly, C. H. RUMLEY.  
Kankakee, Ill.

**BUSINESS INCORPORATED.**

*Editor American Elevator and Grain Trade:* I have incorporated my grain business for \$50,000 under the name of the Linzee-Goodwin Grain Co., and will build a number of new elevators this season.

Mr. Goodwin will retire from the banking business and accept the office of secretary and treasurer of the new company. At present he is cashier of the First National Bank of Clinton, O. T. I will retain the management of the business.

Crop prospects are better since the rain of last week.

Yours truly, E. H. LINZEE.  
Hobart, Okla., Jan. 28.

**STILL MAKING IMPROVEMENTS.**

*Editor American Elevator and Grain Trade:* We have been in business here but about six months but have four large buildings, making, we believe, one of the best plants in our line in the state of Michigan. We have but recently built an addition to one of our elevators, which is 100 feet long and 28 feet wide, which is used as a storehouse. On the second floor we have a room 24x28 feet in size, nicely finished, in which we have 48 young women hand-picking beans. We have also in our elevator three roller bean pickers, bean polisher, Fairbanks-Morse 15 h. p. Gasoline Engine, three sets of scales and a new Clipper Bean Cleaner. We are using this elevator exclusively for handling beans, and its capacity is 15,000 bushels.

The capacity of our other elevator for handling grain, such as wheat, corn, oats, barley, peas, etc.,

is 15,000 bushels. In this elevator we recently put a chop mill.

Yours sincerely,  
Bad Axe, Mich. BAD AXE GRAIN CO.

**FAVORS GOVERNMENT INSPECTION.**

*Editor American Elevator and Grain Trade:* We are in receipt of your esteemed favor of the 2nd, and note contents very carefully and fully; and would state that we are pleased to give you our opinion as regards the advisability of placing the inspection department under government control with a view of placing the grain on a uniform grade in the different markets in the country. We cannot endorse this prospective action too strongly, and believe that Congress should take speedy action in this matter for the good of the different interests in the grain trade; and anything that you can do in the way of interesting the handlers of grain in the different markets will certainly be appreciated by those who have the best interests of the trade at heart.

Yours truly, MONTAGUE & COMPANY.  
Chicago, Ill.

**PROMISING CAREER RUINED.**

*Editor American Elevator and Grain Trade:* M. B. Lytle, formerly agent of the Des Moines Elevator Company at Wiota, Ia., is one more man added to the list who have gone wrong. Mr. Lytle was a single man of pleasing address and apparently exemplary habits, and seemed possessed with considerable ability as grain buyer. He commenced working for the Des Moines Elevator Company about October 1, 1902, and at the end of the season his accounts checked out all right and were found to be correct.

About November 1, 1903, the company decided to bond their men, and Mr. Lytle, being unable to furnish bond, was asked to resign. On shipping out his grain at that station it was found to be short considerable. It seems that the method he used was to issue checks to pay his accounts and fill out his reports to the company that he had bought so much grain of a party, and in one instance raised the check from \$15 to \$115 after the farmer had endorsed it.

He left Wiota about December 6; was arrested at Bozeman, Mont., December 21; was indicted before the grand jury on January 6, 1904; plead guilty to forgery January 8, and was sentenced to two years at the Ft. Madison penitentiary.

Yours truly, I. C.  
Des Moines.

**NEW ORLEANS BOARD OF TRADE.**

*Editor American Elevator and Grain Trade:* We have the pleasure to announce that Monday, Feb. 1, 1904, witnessed the return of the official grain inspection of the port of New Orleans, under the auspices of the New Orleans Board of Trade, Limited, by the terms of the consolidation agreement entered into between the New Orleans Maritime and Merchants' Exchange, Limited, and this organization. It is stipulated in this agreement that the New Orleans Maritime and Merchants' Exchange, Limited, shall cease to exist as a separate organization, but the Board of Trade will maintain and perform all the functions heretofore performed by the former, through the medium of a Maritime Branch, with offices located in the Hibernia Bank & Trust Building.

All official business of both the Main Department, as well as the Maritime Branch, are now under the supervision of the secretary of the corporation, and under the direction of the President and Board of Directors. The affairs of the grain business are looked after by a committee on grain, under the chairmanship of Mr. Lucas E. Moore. Mr. W. L. Richeson, formerly chief grain inspector of the New Orleans Maritime & Merchants' Exchange, Limited, has been appointed chief grain inspector of the Grain Inspection Department. The Cotton Seed Product Inspection Department is under the supervision of a committee on cotton seed products, with Mr. E. T. George as chairman. Mr. J. J. Drawe remains the chief inspector of the Inspection Department. The Cotton Inspection Department is

carried on as before. The Coffee Future Department, so auspiciously inaugurated in November last, is to be continued unchanged. A Grain Future Department will be opened within the next thirty days; also a Department for the Supervision over Weights of Grain.

The wonderful development of the commercial life of the city of New Orleans acted as a stimulus for both organizations to put forward their united efforts to promote and advance the interests of our city, and we sincerely trust that our friends in all lines of business shipping their commodities into and through this city will aid and assist us in our efforts for the good and welfare of the city of New Orleans.

Yours very truly, FRED MULLER,  
New Orleans, La. Secretary.

**MEETING OF NATIONAL HAY ASSOCIATION.**

*Editor American Elevator and Grade Trade:* We beg to inform you that after careful consideration we have selected the Forest Park University Hotel as the official headquarters for our eleventh annual convention which is to be held in St. Louis on June 14, 15 and 16 next. As the convention is to be held in the World's Fair City, it was thought advisable to select a hotel and assembly room near the World's Fair grounds. The above hotel is situated within 500 feet of the southeast entrance to the grounds, is of brick and stone, and thoroughly fire-proof. The convention hall, while not large, will, we believe, be ample to meet our requirements.

We trust now that this matter has been settled, we will all begin making arrangements to attend the convention and the World's Fair, which promises to be the greatest exposition the world has ever seen. We would advise those intending to go to write to the hotel management at an early date and have their rooms reserved. However, should you delay securing a room, there are other hotels nearby that will take care of you.

The secretary will gladly answer any inquiries and render any assistance within his power. Awaiting the pleasure of meeting you in person at the next convention, we are

Very truly yours,  
JOHN L. DEXTER, Pres.  
P. E. GOODRICH, Sec'y.

**WHAT A BANKER THINKS OF IT.**

*Editor American Elevator and Grain Trade:* I enclose a clipping from the "Commercial News" of Sioux Falls, S. D., which I happen to know was written by a banker at Doris, S. D., for the edification of the merchants of a neighboring town who have bought one of the little red loading wagons and have begun dabbling in grain and upsetting the business, as has been done so often at other places. I think the trade will be interested in the financial man's point of view:

"There is a town in this state whose merchants are noted for their original, and, to some people it would seem, peculiar, methods of doing business. Its latest claim to public attention has been the formation of a corporation by the aforesaid merchants for the purpose of competing with the local elevator companies, and, without any facilities for the storage of grain, are buying at an even thing at such times as receipts are liberal and cars can be obtained and are loading from a dump. The losses and expenses they figure will be more than made up by the increased trade they will gain from neighboring towns and the prompter collections they will make. To a disinterested party this seems like commercial piracy, in comparison with which the method of the catalogue houses and peddlers is virtue itself.

"It is conceded that the local elevator is a necessity in every town where the raising of grain is one of the leading occupations; and to conduct the business properly and regularly and not be a pirate in the business the dealer must be so equipped that every day in the year he can handle and keep separate any of the different kinds of grain offered on the market. A modern elevator costs its owner \$4,000, and he must pay a man to operate it \$600 per annum. Figuring salary, interest, taxes, insurance and other expenses, it will be seen that to

make both ends meet he must make off his plant at least \$1,000 per year.

"Therefore, any combination or individual that by irregular and unbusinesslike methods deprives a legitimate and necessary branch of business of this just profit deserves a place in the estimation of fair-minded people with the catalogue houses, peddlers, etc., whose business it is to prey upon the legitimate trade of the country.

"Suppose the grain buyers at some station would conclude that the sale of groceries for cost or less, at that point, would increase their grain receipts to such an extent as to pay them to bring in a car-load or two and distribute it among the customers of the local merchants.—what a howl of indignation would go up all over the state, what boycotts would be inaugurated, and legislation sought to prevent a continuance of such practices; and yet the principle involved in either case is the same.

"Judging from the experiences of the past, this new combination against the local grain men will be of few days and full of trouble; and when the other side of the controversy has finished its inning the merchants will find they have a well-developed shortage on the deal charged up to experience."

Yours truly, A READER.

#### A QUERY AND ANSWER.

*Editor American Grain and Elevator Trade:*—We would like to have your opinion as to who is responsible for loss and damage to goods that are sold delivered at destination. For instance: We buy flour or other package goods in Illinois, Tennessee or some other state, at a certain price delivered in New Orleans, parties shipping making invoice on us for the price we agree to pay delivered at New Orleans, deducting the freight charges from their invoice, which they request us to pay. In most cases where goods, upon cars being opened here, are found to have been damaged, either on account of being badly loaded or for some other reason, the shippers have entertained our claim and paid same, merely requesting us to furnish them with proof of the damage; but some shippers claim that when they deliver to the railroad companies a shipment and get from them signed B-L for the goods in good condition, their liability ceases and that the fact of our paying the freight brings the price back to the shipping point basis and not at destination, although the goods were bought delivered at destination. We shall be very pleased to hear from you on this, as we consider that a firm selling goods delivered in New Orleans are responsible for the goods arriving there in good condition, no matter whether they prepay the freight or deduct it from their invoice and party in New Orleans pays it.

Respectfully,

B. F. GLOVER & SON COM. CO.

New Orleans.

**ANSWER.**—You are right in your contention that a firm selling goods delivered in New Orleans is responsible for the same arriving there in good condition, no matter whether the freight is prepaid or deducted from the invoice and paid by the receiver at destination.—[Editor.]

#### WHY THE MCCUMBER BILL SHOULD NOT BECOME LAW.

*Editor American Elevator and Grain Trade:*—I am in receipt of your letter of February 1, asking my views as to the effect of the McCumber Bill, now before Congress, the purpose of which is to place the inspection of grain under government management.

I firmly believe it would be a great mistake for many reasons: It is impracticable; it would be a menace to the rightful handling of the farmers' products, and it is putting the grading of grain farther away from the farmer, the shipper and the handler of the grain and, therefore, from the judges of its value. As inspection stamps the value to a great extent, the nearer you can get the grading of grain to the buyer and seller, the nearer will you get and keep to right inspection, for they will correct each other; and, where there are inspectors incompetent, or those who are susceptible to undue influences, either from the buyer or seller, they will be called down, and, if necessary, gotten rid

of. But, with the state in control of putting stamping values upon wheat, corn, rye, oats and barley grown in the states of Illinois, Indiana, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Oklahoma, Nebraska and the Dakotas, we find great discrepancies in the judgment of those who are appointed by the government and backed by its appointees, the chief inspector and supervising inspector.

We are confronted daily with car lots coming to our market for sale on our Board of Trade, that on one railroad will inspect a full grade higher than on other railroads, often too high, and, on other roads, too low; and we have been unable to find any way to get rid of incompetent or dishonest inspectors. When complained of and asked why they do not get rid of such men, have been told by the supervising inspector that they had not the power.

Now add all other states, with their favorite appointees; also give the heads of departments at Washington power to add a few,—while we could not be hurt much by it, as the situation with us could not be worse, I should be sorry to see it enforced upon states that now allow business organizations who handle the grain to dictate who shall pass upon its quality and are able, when abuses creep into their inspection departments, to correct them by a change.

In Illinois the appointments are purely political. The officers or receivers of the Board of Trade, who handle 350 millions of grain during the year, have no voice or influence (unless it may be some heavy dealers) as to the grading, or stamping the inspection, of one bushel, although they are convinced it is wrong.

If the McCumber Bill becomes a law, I believe it will not be long before the receivers of grain on our Board of Trade will refuse to allow their grain inspected in this market and sell it upon its quality and merit. Large quantities are now sold on their merits and not by inspection, especially barley and oats, but we have to pay the State Inspection Department just the same. However, if ordered not to inspect, we would not have that added expense to our business. This measure is being strongly considered at the present time.

Respectfully ISRAEL P. RUMSEY.  
Chicago, Ill.

#### EFFECT OF THE FORAKER BILL.

*Editor American Elevator and Grain Trade:*—On behalf of the National Hay Association I called your attention to Senate Bill No. 3937, introduced January 29, by Senator Foraker, and referred to the Committee on Interstate Commerce, as follows:

A bill to relieve foreign commerce and acts and contracts in reasonable restraint of trade and commerce among the several States from the provisions of the Act to regulate commerce, approved February fourth, eighteen hundred and eighty-seven, and the Act to protect trade and commerce against unlawful restraints and monopolies, approved July second, eighteen hundred and ninety.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That nothing in the Act to regulate commerce approved February fourth, eighteen hundred and eighty-seven, or in the Act to protect trade and commerce against unlawful restraints and monopolies, approved July second, eighteen hundred and ninety, or in any Act amendatory of either of said Acts, shall hereafter apply to foreign commerce or shall prohibit any act or any contract in restraint of trade or commerce among the several States, provided that such restraint be reasonable, or shall hereafter authorize imprisonment or forfeiture of property as punishment for any violation of such Acts, except for perjury or contempt of court.

The effect of this bill if it become a law will be:

1. To exempt all import and export shipments, transportation or averments from the Interstate Commerce Act and the Anti-Trust Act.
2. To make all violations of the Anti-Trust Act or of the anti-railway pooling provision of the Interstate Commerce Act depend upon whether the court shall determine that the combination or pool operates unreasonably in restraint of trade; whereas at present the combination or pool is absolutely forbidden by these statutes.
3. To exempt all violators of either the Interstate Commerce Act or the Anti-Trust Act from

punishment by imprisonment or fine, thereby practically repealing the penalties for cutting transportation rates, by rebates or other devices now provided for in the Interstate Commerce Act and the Elkins amendment thereto and which are understood to be successfully operating to prevent secret unjust discriminations in railway charges.

While ordinarily the mere proposal of a bill in Congress has little significance, the introduction of a measure having, as this has, such far reaching effect upon public and private interests and coming so soon after the argument in the Northern Securities case in the Supreme Court, indicates a serious purpose originating in powerful quarters.

I beg to remain,

Very truly yours, JOHN B. DAISH.  
Claim Agent, National Hay Association.  
Washington, D. C.

#### NATIONAL BOARD OF TRADE.

[At the request of the editor a delegate to the National Board of Trade who was prominent in its sessions sends us the following brief report of the proceedings from a grain dealer's standpoint:]

*Editor American Elevator and Grain Trade:*—At the meeting of the National Board of Trade at Washington, on the 19th to the 21st of January inclusive, the grain and hay trades of the country were represented very extensively by committees from their own organizations, as well as members from different trade bodies that are interested in the grain and hay business.

Among the representatives were H. S. Grimes, president, and John W. Snyder, vice-president of the Grain Dealers' National Association, Chicago, Ill.; Chas. England of the firm of Chas. England & Co., Baltimore, Md.; John B. Daish of Washington; Geo. S. Bridge, Harry W. Slaughter, W. H. Chadwick and Richard Lyon, of Chicago; John L. Dexter, president of the National Hay Association, Detroit, Mich.; W. M. Bell of Milwaukee, Wis.; Chas. B. Murray, superintendent of Chamber of Commerce, Cincinnati, Ohio, and quite a number of Eastern grain men.

It will be seen by the above that the representation in the grain and hay line was most excellent, and every effort was put forward by the gentlemen named to bring before the convention the necessities that are required to further the interests of the grain and hay shipper.

Prominent among the subjects that were before the convention was the report of the committee on better crop reports from the Agricultural Bureau. Embodied in this report was a statement made by the committee that the interested parties expected too much of the government in regard to the accuracy of its reports.

After reading the report Mr. Grimes, president of the Grain Dealers' National Association, took exceptions to that part of it, stating there was no occasion for the government's not complying with the expectations of the interested parties, no matter what their expectations were, as it is the general impression that what the government does is done well, which has been verified in most everything it has undertaken; and why should we expect less on a subject that is of such vital importance as crop reports than what we would get from any other bureau in the department? Of all the bureaus in the department, the Agricultural Bureau of Statistics is one that should not attempt to report anything that is not accurate. This was about the line of the exceptions taken by Mr. Grimes, which seemed to be very well received by the gentlemen present.

Quite a number of other matters were brought before the National Board in the interest of the grain trade of the country, the most important one being the report of the committee on the McCumber Bill, the committee reporting almost unanimously against it.

The McCumber Bill, as is well known, anticipates the placing of all grading of grain in charge of the Department of Agriculture. The report of the committee was unanimous with the exception of the member from Chicago, and his report was brought in as a minority report, not particularly in favor of the McCumber Bill but in favor of any

thing that would relieve Chicago of its present method of grading. The report of the committee condemning the McCumber Bill was carried with the exception of two votes in the whole convention. So you can see it was generally conceded that the grain interests would be better served by having their own inspectors from the different departments of commerce than in any other manner that could be adopted. Such was the opinion, anyhow, of all present at the meeting. From inside information received we feel safe in saying the McCumber Bill will be a thing of the past, as it has received so many black eyes from all sections that no doubt it will never be passed.

The agitation in the past two or three years for better government crop reports is largely tending toward bringing about that long-felt want; and the government is beginning to realize that we must have accurate reports. Congress will be appealed to to make sufficient appropriations to carry out the wishes of the country at large in the manner necessary to secure reports that are comparatively accurate.

Yours truly,  
DELEGATE.

#### LOUISVILLE PROFITS.

The grain dealers interested in the Southeastern grain trade going through Louisville as the gateway, have succeeded in restoring the basis of shrinkage in force prior to fifteen months ago. This basis effective February 3, will be 3c per 100 lbs. instead of 2c, the rate in force during the past fifteen months. The dealers who were unable to do business on the 2-cent basis are now expected to re-enter the trade.

Louisville, however, has protested against the 2-cent basis since November 1, 1902, at which time, the lines, not being able to agree on a basis, submitted the question to A. N. Faithorn of the Chicago & Alton, as arbitrator, who decided that the 3-cent basis of shrinkage was wisely conceived, and was just to the parties concerned. He added, however, that as a remuneration for the privilege which the shrinkage gave Louisville, the penalty of \$5 per car should be paid. The \$5 a car was afterward changed to a penalty of one cent a hundred. In that way the basis was reduced to all intents and purposes one cent a hundred pounds, which is given back to Louisville by the action of the meeting on January 30. The claim which Louisville made was objected to as a competitive measure by competing gateways and not on a claim of injustice or discrimination.

#### DOLLAR WHEAT.

Cash wheat hit the dollar mark in Chicago on February 3, when the J. Rosenbaum Grain Company paid I. N. Ash & Co. \$1 for No. 2 red wheat in car lots.

Speaking of "dollar wheat," A. B. Smith, a former member of the Chicago Board, now a Minneapolis hotel keeper, said recently to a Minneapolis reporter:

"I believe that no one ever received a greater price for spot wheat than I did in a transaction on the Chicago Board of Trade. In the '70s, when speculation was running high, I was working on the floor of the Board and wheat was going up by leaps and bounds. The market was more than bullish, and at last rose to \$1.90 a bushel. I was holding 100,000 bushels for 'Diamond Joe' Reynolds, whose name was once synonymous with wheat. 'Diamond Joe' was holding out, as he believed that the market would top the \$1.90 mark, and I was going to sell for him when it reached the \$2 mark.

"Things were pretty exciting for a while, as there was not overmuch wheat on hand to be delivered. Finally I sold the entire 100,000 bushels to the Star and Crescent Mills for \$200,000, or at \$2 a bushel. In a few minutes after the sale was made public, prices began tumbling down, and never again has such a large transaction been recorded for such a price."

"In those days, the men who are now famous operators on the Board of Trade and in Wall Street were working along with other clerks, and there

was hardly one of them who showed any signs of future greatness. All of them did not become famous, but some of their names are now household words."

#### JEREMIAH NEHIN.

Jeremiah Nehin, who has been selected to be superintendent of the new elevator to be operated by the Montreal Harbor Commissioners, is a man who knows the elevator business in its every phase, as well as a man of extensive experience at Buffalo, one of the most important grain terminals in the world. Although born in Buffalo, he was taken as a small boy by his parents to live on a farm in Cattaraugus County, where he spent several years, getting acquainted with grain *au naturel*. Then, while still a boy, in 1866, he returned to Buffalo and sought employment as a grain shoveler in a Buffalo elevator, with a particular friend of his father. He worked in that capacity for six seasons in the different elevators of Buffalo, when he applied for and received the appointment of weighman at the Exchange Elevator. Here he remained for fifteen years, and by serving in all capacities about the



JEREMIAH NEHIN, MONTREAL.

elevator thereby gained general and valuable experience in the elevator business.

In 1887 he received the appointment of foreman of the International Elevator, where he remained for three years. This elevator was more of a car-receiving house than a marine elevator; and on the basis of the experience gained there, he was appointed superintendent of the Kellogg Elevator. In this house he acted as building inspector, from the commencement of the work of laying the foundation to the completion of the elevator, and then superintended its operation for several years, during the last one of which he had complete charge of the grain shovellers.

He resigned from the Kellogg house to accept a municipal position, which did not prove congenial to his taste, whereupon he resigned to take the position of superintendent of the Export Elevator, which was then in the course of construction. This elevator began operations on July 1, 1897.

His service at the Export Elevator gave a broader scope to his experience than any position he had theretofore held. Although an elevator with but one marine leg, he ran into it in the first six months and delivered out of it 24,000,000 bushels of grain, the greatest record of any one-legged marine house in the world in the same length of time. Of this amount of grain about 21,000,000 bushels were shipped by rail and about 3,000,000 by canal. This position Mr. Nehin recently resigned to accept the position of superintendent of the Harbor Commissioners' new elevator at Montreal, Que., where he will without doubt prove an equally successful manager—if the Commissioners be wise enough to lodge

authority with him instead of trying to run the house, as some of the building operations seem to have been managed—by "town meeting."

#### THE McCUMBER BILL AT FARGO.

The last day of the convention of the Tri-State Grain and Stock Growers' Association at Fargo, January 22, was distinguished by the rejection of a report of a special committee on the McCumber Bill and subsequent approval of the bill by the convention by a large majority.

The report, prepared by E. D. Childs of Fargo, N. D.; D. L. Wellman of Frazee, Minn., and J. P. Rance of Webster, N. D., was agreed to by the entire committee and was as follows:

Your committee to whom was reported Senate File 199, entitled, "A Bill to provide for fixing a uniform standard of classifications and grading of wheat, flax, corn, oats, barley, rye, and other grains and for other purposes," and which bill is known as the McCumber Bill, have had the same under advisement and beg leave to report as follows:

Realizing the deep concern which the agricultural and business interests represented at this convention have in the subject matter of this bill, we have given it our most careful and thoughtful consideration. Having had long and painful experience with the present uncertain and unsatisfactory Minnesota inspection, by a board composed of members appointed because of their political pull and not because of their known experience, integrity and skill in the grain business, we were predisposed to favor this bill as a means of taking this matter out of its present control and placing it in more disinterested hands. However, a careful study of conditions convinces us—

First, that this is a national measure, applying to every grain market in the Union.

Second, that where the conditions differ widely in the different markets, what would be helpful in one might be detrimental in another.

Third, that this bill has been drawn with reference to conditions local rather than general.

Fourth, that a subject so wide and important in its bearing upon interstate commerce requires for its determination much more careful investigation and thought than the author of this bill has evidently had time to give to its consideration.

Fifth, that if the present Minnesota inspection laws were so amended as to place all its employes under civil service rules; and, further, so as to secure the same careful and scientific inspection of all other grains and seeds as is now given to flax, that most of the evils now complained of would be eliminated.

We confidently believe such scientific inspection of all grains and seeds is entirely practicable and can be easily and cheaply obtained if an effort is made to do so. We, therefore, unanimously recommend that this convention signify its desire that their honorable and honored senator do not further press the passage of this bill. We also recommend that your committee on resolutions be instructed to incorporate in its report a resolution requesting the Minnesota legislature to so amend its inspection laws as to accomplish the reforms suggested in this report. We further recommend that this convention appoint a standing committee whose duty it should be to report at your next annual meeting a practical plan of inspection on such careful and scientific basis, the same to furnish data from which a bill to meet your views could be drawn.

If this committee is successful in its efforts, as we believe it will be, there will then be plenty of time to place your recommendation in specific form before the next session of the Minnesota legislature to permit action thereon before its adjournment.

The committee then offered the following supplemental report:

Resolved, That this the Tri-State Grain Growers' Association, at its fifth annual session, does most respectfully petition the Minnesota legislature that they so amend the state law governing grain inspection as to accomplish the following results:

First. To eliminate from the inspection service all incompetents and political barnacles.

Second. Having done so, to place the entire inspection force under the civil service rules.

Third. To secure for the grading of all other grains and seeds the same careful inspection that is given to flax.

For these reforms your petitioners would ever pray.

Mr. Mayo of Walhalla made a motion that the reports be adopted.

Then the orators got in their work, notably Col. J. D. Benton of Fargo, who "spread the eagle"; after which a motion to table the reports was adopted with a roar.

**E. P. KNIGHT.**

Few men in the East or West are more generally known to the grain trade than E. P. Knight, Boston representative of the Cleveland Grain Co. of Cleveland, Ohio. Beginning his connection with the grain trade as the representative of W. H. Maynard & Co. of Worcester, Mass., in 1869, he has been continuously engaged in the trade to this hour—about thirty-four years, quite an exceptional record.

Mr. Knight traveled for Maynard & Co. for five or six years in New England, selling grain, flour and feed; and then was engaged to handle in the same territory the business of S. C. Bartlett & Co., then of Peoria, Ill. This arrangement continued for about a year, at the close of which Mr. Knight formed a partnership with his old employer, W. H. Maynard, and operated under the firm name of Maynard, Knight & Co., this firm taking the Bart-



E. P. KNIGHT OF BOSTON.

lett business on a commission basis in connection with their other business.

In 1882 Mr. Knight disposed of his interests with Maynard, Knight & Co. and came to the West, operating at Lafayette, Ind., in connection with S. C. Bartlett & Co. as Bartlett, Knight & Co., as trade buyers and shippers until 1888, when Mr. Knight bought out the interest of S. C. Bartlett & Co. and conducted the business under the firm name of E. P. Knight & Co. until 1895. In the meantime, 1893, he built a large transfer elevator at Lafayette which he sold together with the business itself in 1895.

After a brief interval spent with Bartlett, Frasier & Co., at Chicago, Mr. Knight returned to Boston (1897) and since then has been handling the New England and export business in Boston of the Cleveland Grain Co., whose headquarters are at Cleveland.

**ONE MORE.**

Still another "farmers' combine" that is going to do things in strenuous style was launched at Chicago on January 24 under the name and style of Farmers' Grain and Live Stock Commission Company, with a South Dakota charter with authorized capital of \$100,000,000. The leading lights are all Chicago men. Chas. S. Northrup, a promoter, is the principal incorporator. Associated with him are James W. Speicer, Paul P. Plotz, James D. McConnell, Thomas F. Spellman and D. M. Kirton of Chicago and John McLaughlin, S. C. Yarnell and C. W. Rohrer of Pierre S. D.

The incorporators are "banking" on the expectation that the farmers will allow the company to do their buying and selling and to act for them as commission merchants, packers and brokers do at present time. The new company intends also to

control the sale of the grain raised on the farms and to ship it to the markets. Cattle shipped are to be fed by the corporation and to be disposed of by it to the markets.

The scheme is admitted to be as yet in the embryonic stage.

**WEARE GRAIN COMPANY.**

The directors of the Chicago Board of Trade, on January 13, authorized Secretary Stone to make the following announcement respecting the Weare Grain Company:

The Weare Grain Company is not a member of the clearing-house of the Chicago Board of Trade and is not authorized to make any trades upon the floor of the exchange. Furthermore, according to the statement of P. B. Weare, he is not a stockholder or an officer of the Weare Grain Company and that the Weare Grain Company has no officers.

The announcement was the result of an investigation by the directors and was intended as a warning against the association of the company with the Weare Commission Company, another concern. Secretary Stone stated that the Weare Grain Company, to the best of his knowledge, had committed no particular offense, but that it had been deemed best for the protection of the members and any possible customers to announce that it was not a member of the Board.

One problem in the case was to ascertain who owns and operates the company named. A. P. Blakeslee, who traded for the company, said he was not an officer of it, nor is P. B. Weare, although he is supposed to be behind it. It is an incorporated company with \$50,000 capital, and was started less than a year ago, when P. B. Weare and C. A. Weare were suspended from the Board of Trade on charges of uncommercial conduct, preferred by C. G. McNeill of Sioux City, Iowa. Its first set of officers resigned three months ago, and the offices in the Old Colony building, Van Buren and Dearborn streets, have been given up.

The Weare Grain Company of Chicago has transferred all its "private wire" business in Iowa to the Martin & Slack Company of Webster City. The Weare business has been in a bad way for some months, or since the difficulty with McNeil of Sioux City; but early in January its various offices in Iowa, such as Boone, Marshalltown, Des Moines, etc., closed with a "bang" with many accounts unsettled. With the announcement of the sale to Martin & Slack, who have one of the biggest systems in Iowa, notice was passed that all creditors at the branch offices would be paid in full.

Similarly in Illinois, when the announcement was made on change that the Weare Grain Co. was legally a fiction, being without offices, and not authorized to do business on the Chicago Board of Trade, the branch houses were closed.

**OPPOSE GOVERNMENT INSPECTION.**

A meeting of members of the Kansas Grain Dealers' Association located in the vicinity of Atchison, Kans., was held in that city on January 18. The following named gentlemen were present: S. B. Samuelson, Hiawatha; E. Chase, Padonia; Jas. Purcell, Purcell; S. R. Washer and W. S. Washer, Atchison; F. G. Crowell, with the Hall-Baker Grain Co., Kansas City; Geo. G. Baker, Everest; E. Harrington, Baker; J. J. Comer, Willis; Jno. W. Cain, Lancaster; J. E. Duncan, Shannon; G. W. Hendrickson, Effingham; J. H. Cavanaugh, Effingham; L. Cortelyou, Muscaton; Wm. Hedge, Whiting; S. J. Thompson, Holton; S. T. Bristow, and W. M. Reckewey, Wetmore; Jno. McManis, Goff; M. G. Heald and Mr. Clift, Centralia; Mr. Hinds and Mr. Lint of Hinds & Lint Co., representatives of the Blair Mills Co., Lukens Bros., Cain Mill Co., and Mr. Crawford, Atchison; Wm. Murphy, of the Murphy Grain Co., Kansas City; Mr. McClellan, of Eaton, McClellan & Co., St. Louis; Hauck Bros. and B. C. Ragan, Valley Falls; E. J. Smiley, secretary K. G. D. A.; A. J. Denton, of Denton Bros., Leavenworth; W. L. Taylor, of Taylor Grain Co., Topeka, and E. J. Small, of Small & Co., Atchison.

The only business of general interest was the adoption of the following resolutions:

*Resolved*, That the members of the Kansas Grain Dealers' Association of Northwestern Kansas, in convention assembled, on January 18, 1904, at Atchison, Kansas, declare their belief that supervision of the inspection of grain by the National Government at terminal markets would be detrimental to the grain trade, inasmuch as the same would result in political control; and we, therefore, are opposed to what is known as the McCumber Bill, and respectfully ask the members of congress from this district and our United States senators to oppose the passage of said bill.

*Resolved*, That the members of the Kansas Grain Dealers' Association of Northeastern Kansas, in convention assembled, on January 18, 1904, at Atchison, Kansas, declare their approval of the resolutions [on this subject], passed by the Grain Dealers' National Association at Minneapolis, Minn., Oct. 8, 1903, and be it further

*Resolved*, That the secretary of this Association be instructed to mail copies of these resolutions to the Honorable Chas. Curtis, congressman from this district, and the honorable Senators Burton and Long.

It was the consensus of opinion at this meeting that a very small proportion of the corn produced in Northeastern Kansas would grade better than No. 4 with good weather conditions until the grain is marketed.

**CHAS. KENNEDY.**

Chas. Kennedy, president of the Buffalo Grain Dealers' Association, is senior member of the firm of Charles Kennedy & Co., receivers and shippers of grain at Buffalo.

The Association named is one of the auxiliary forces of the Buffalo Chamber of Commerce, whose



CHAS. KENNEDY, BUFFALO.

President Buffalo Grain Dealers' Association.

work has had a most stimulating effect on the grain trade of that terminal. It recently tendered its services with success in bringing about the revision of the trading rules of the New York Produce Exchange, a change of methods that is expected to add still further to the business at Buffalo.

Ohio dealer asks what prices were during the famous Leiter season. We recall them with pleasure. They were dreams. We may never see them like again. Top was \$1.65 here and \$1.85 in Chicago, about the middle of May. On February 6, Chicago and Toledo were both 95, about the same as at present. They ranged below dollar here until April. Conditions are not the same this season. Leiter tried to corner May and July. The new crop prospect then was grand. This year it went into winter in poor condition. Crop of the world now is much larger, so is the consumptive demand. Our farmers are now mostly capitalists. Eastern war cloud is now a factor.—C. A. King & Co., Toledo, Circular.

## NATIONAL BOARD OF TRADE.

The thirty-fourth annual meeting of the National Board of Trade was held in Washington in January. A hundred or more delegates were present, representing fifty or more of the most important trade organizations of the Nation, including the American Seed Trade Association, American Warehousemen's Association, Baltimore Chamber of Commerce, Boston Chamber of Commerce, Buffalo Chamber of Commerce, Chicago Board of Trade, Cincinnati Chamber of Commerce, Cleveland Chamber of Commerce, Grain Dealers' National Association, Indianapolis Board of Trade, Kansas City Board of Trade, Millers' National Association, Milwaukee Chamber of Commerce, National Hay Association, New Orleans Board of Trade, New York Produce Exchange, Peoria Board of Trade, St. Louis Merchants' Exchange. Without attempting even to epitomize the work of the meeting, this report is confined to a brief statement of the work done of immediate interest to the grain trade.

During the afternoon session of the first day Chas. B. Murray of Cincinnati presented the reports of the regular and special committees on crop reporting as follows:

## REPORT OF STANDING COMMITTEE ON CROP REPORTS.

With the report of this committee a year ago there was submitted a somewhat elaborate report of a special committee composed of representatives of several prominent commercial organizations, appointed under invitation of the president of the National Board of Trade, the province of that committee being to inquire into and report upon methods pursued in the collection and compilation of agricultural statistics by the Census Bureau and by the Division of Statistics of the Department of Agriculture, and as far as practicable to explain causes of differences in exhibits of these two branches of governmental service in reference to prominent crops. The inquiry committee report was submitted and adopted as a part of the report of the standing committee on crops; and it was provided that the inquiry committee be continued in existence, as a representative organized body, for further consideration of questions, as they arise, in regard to agricultural statistics, in the interest of the general public, and the further betterment of governmental service in such matters. The inquiry committee has accordingly prepared a report for the past year, reviewing some of the evidences of beneficial results from its previous efforts, which is now submitted as a part of this report.

The National Board of Trade in bringing about the investigation made by the inquiry committee did the public a service of much value, its conclusions and report having been influential for much good in various ways, as well as explanatory of causes of evident inconsistencies in exhibits.

While it is to be recognized and regretted that the crop-reporting service of the country furnishes occasion for much of unfavorable comment and criticism, a full understanding of the conditions which lead up to such comment and which prompt much of the criticism makes it plain that the work does not deserve the degree of condemnation it has thus received. This is applicable both to the Census Bureau service and that of the Department of Agriculture—the latter being the subject of such treatment the more frequently and emphatically, under the difference in nature and in frequency of statements from the two offices.

The Census Bureau work is specifically one constructed on a basis of enumeration; and if it were in fact what it is practically accepted to be, a showing from actual count and measurement, it would deserve full recognition for accuracy of its exhibits, provided the returns were complete and the compilation correctly performed. But at the very outset of the effort to secure returns relating to agricultural products there is absence of ability to obtain specific information, because of the fact that much the larger proportion of the producers are not able to furnish other than approximations or estimates of areas and yields. These are conditions which also surround the work of the Department of Agriculture. The larger proportion of the information from this department relates to preliminary conditions and indications incident to progress of culture, growth and comparative outcome of a crop, currently and promptly available and serving as a guide to calculations as to prospective supplies to meet future requirements.

The criticisms concerning crop information from the government take form, for the most part, under lack of knowledge or of appropriate recognition of the uncertainties actually existing as to the basis for such returns. Too much is expected and demanded with reference to quantitative accuracy, and freedom from inconsistencies, in reports and statistics relating to agricultural products. It is not possible under any power at command of the government or otherwise to present seasonable information of this kind without a decided margin of variation from actual conditions. But this fact does not remove the need of such information, and its importance to producing and trading interests. It is important and needful that the work of procuring and presenting such information shall be maintained, and that it be attended with the highest

attainable degree of intelligent direction and accuracy of preparation.

This committee recognizes with much satisfaction the action of Congress in placing the Division of Statistics of the Department of Agriculture on a bureau basis, as was urged by the inquiry committee. This change was effected on July 1, 1903, incident to which the Division of Foreign Markets was placed under direction of the statistician. In his recent annual report to Congress the Secretary of Agriculture gives assurance that no effort will be spared to strengthen and improve the reports on the staple crops and to present more detailed information with regard to fruits and various minor crops. For the coming season it is expected to include details of the minor crops and fruits of commercial significance in the monthly report of crops. Quantitative estimates in regard to the flax crop have been added in the reports the past year. Also, estimates of yields of winter wheat per acre, in detail by states, were presented in the August report, and of spring wheat in the October report, which were valuable additions to such statements, heretofore representing condition percentages until a later date in the season. This committee regards the crop reporting work of the government offices the past year as deserving favorable recognition and acceptance as appropriately representing information obtainable upon questions involved.

In the opinion of this committee it would be well to authorize the continuance of an organized body of representatives of prominent commercial organizations to act as occasion may call for in matters relating to agricultural reports and statistics, incident to conferences with the Secretary of Agriculture and the Secretary of Commerce and Labor. To this end it is here recommended that the president of the National Board of Trade, with the advice of the chairman of the standing committee on crop reports, if such committee be continued in existence, be authorized to invite interested commercial organizations to delegate representatives to serve in such a joint committee to act under auspices of the National Board of Trade. In making this recommendation the committee may with propriety allude to its having knowledge of a movement within official circles looking to the creation of a body which shall be essentially a cabinet composed of heads of the various bureaus in the departments which are concerned in such work, and that the committee has been officially invited to lend its aid as occasion may arise in an advisory way in promotion of the objects in view, which contemplate the harmonizing of all such official work on a basis of effectiveness and public value.

Respectfully submitted,  
Chas. B. Murray,  
B. Frank Howard,  
Wm. S. Harvey,  
E. G. Preston,  
F. A. Scott,  
Committee.

## REPORT OF THE COMMITTEE OF INQUIRY CONCERNING AGRICULTURAL STATISTICS.

Under action taken at the meeting of the National Board of Trade a year ago, the committee of inquiry concerning agricultural statistics was continued, as an organized body, for further consideration of such questions as called this committee into existence. During the year the members of the committee have had conferences and correspondence, furnishing the basis for the expressions now submitted.

Recommendations presented in the report of the inquiry committee relating to agricultural statistics and crop reporting have in various particulars been recognized and adopted by departments of the government, and the service under their adoption has been improved. This result has justified the action of the president of the National Board of Trade in taking steps which led to the creation of the inquiry committee, and demonstrates the value of the work it accomplished. The information obtained and presented in the committee's report, while necessarily short of a complete treatment of questions under general consideration, was sufficient to indicate the main causes for differences and disparities found to exist in the two branches of governmental work, and to afford a basis for serviceable suggestions as to methods for securing betterment of results in such service.

One of the reasons, and an important one, for bringing into existence the Department of Commerce and Labor was to secure avoidance of duplication of statistical work by the different offices of the government. While this feature applied mainly to other than agricultural statistics, it logically embraced this class of work. There has been, however, little of duplication at any time in this line of information, the most striking instance of which appears to represent the efforts of both the Census Office and the Department of Agriculture to furnish information relating to the cotton crop, the Census Office investigations being mainly confined to statements from ginners, while the Department of Agriculture returns have included not only the information from ginners but also from various other available channels. With reference to the cotton crop produced in 1902 the Census Office, in addition to a statement of quantity of cotton received by gineries at a fixed date also called for and presented estimates of the quantity to come forward, which was promulgated with confidence as to its approximate reliability as an indication of the season's yield, but which proved to be so much at variance with the true condition that this plan of calling for estimates of the unmarketed product in connection with returns of quantities ginned has been omitted by the Census Office with reference to the crop of the current season. It is the belief of this committee that the annual statements relating to the yield

of cotton should be attempted only by one of the two branches of the government, and it appears reasonably plain that the crop reporting machinery of the Department of Agriculture is the better prepared for the work.

While this committee favors census investigations concerning agricultural products as frequently as every five years for the prominent crops and for live stock, it is of the opinion that all yearly work of such nature, and such as is called for during the progress of the year, should be performed within the Bureau of Statistics of the Department of Agriculture.

There has been some agitation in behalf of a plan by which the crop reporting work now prosecuted by the Department of Agriculture should pass to the Census Bureau of the Department of Commerce and Labor. In view of the fact that much the greater part of the crop reporting work is preliminary, in the form of statements of comparative area, condition and yield of leading agricultural products, representing information more important to those interested than final summaries of total production, available only after such crops have to a large extent been marketed and consumed, and inasmuch as such information comes more appropriately within the Bureau of Statistics of the Department, having intimate relations with allied bureaus of that department, this committee is of the opinion that the value of such work would suffer by a transfer from the Department of Agriculture.

While it is admitted that there has been occasion for calling into question the consistency of some of the governmental statements and work concerning crops, the committee has observed with regret a disposition in some directions to attribute to such statements a degree of disparagement not justified by an intelligent understanding and considerate treatment of such work and a fair recognition of its merit and value. Much of the unfavorable comment in these matters has manifestly been more or less due to impulses not consistent with a sincere desire to secure betterment of official service. The more fully and the more reliably the governmental work can be performed the less must the interested public have occasion for reliance on or to be influenced by statements from other sources, commanding less of facility for performance of such service.

It has been made clear that the findings of the inquiry committee as presented in its report have had important recognition and significant influence upon procedures of the Census Bureau. This is apparent not only with reference to investigations which were instituted as a result of statements in the report pertaining to certain lines of inconsistency found by the committee in exhibits promulgated by the bureau, but also in consideration of plans for the further work of that office, looking to modification of faulty methods of the past and accomplishment of better results in the future. It is pleasing to the committee that the investigations thus brought about as a result of its analysis of conditions surrounding work in the late census report on agricultural information have developed features of interest and of positive value in the work of that branch of the government, all of which in confirmatory of the merit of the conclusions reached by the committee as stated in the report. It is also pleasing to observe, with these evidences indicative of the willingness and inclination of the officials in charge to accept and to adopt suggestions deemed to be serviceable in the direction of securing greater accuracy in the official work, a manifest disposition to act in harmony with other official work on kindred lines.

In various features the Department of Agriculture has given recognition to the suggestions and recommendations offered by the inquiry committee, reflecting here as in the Census Bureau a readiness to receive with favor that which may be brought to notice in a manifestly earnest effort to render aid in elevating the official work to a higher plane of accuracy and of usefulness.

Respectfully submitted,  
Wm. S. Harvey,  
Chas. B. Murray,  
B. Frank Howard,  
J. C. Brown,  
Committee.

President Blanchard Randall of Baltimore complimented Mr. Murray and the committee on the character of their work; but President H. S. Grimes of the Grain Dealers' National Association, who was present as a delegate from that body and who has given a great deal of thought to the matter of crop reporting, both as an individual and as an ex-officio member of the Ohio state bureau, challenged the view of the report that the public "expects too much of the government." How can we expect too much of the government on such vital points?" he asked. "Above all things we want accurate reports. Take the late cotton report, it is almost perfect. Cotton raising is limited to five states; grain to twenty-five. Why cannot we have as accurate grain reports as cotton reports?"

Mr. Murray replied that the difference was in the basis of obtaining the information. "How can the government estimate the crop when the farmer himself cannot estimate his own crop?" he inquired.

Mr. Grimes remarked that since it was the invisible supply which affected the markets, deputized

agents might find out the amount in farmers' granaries. With this the argument ended, and the pending motion was passed, to adopt the reports and continue the committee for another year.

The banquet at Willard's was addressed by Senator Hanna to whose slogan of "Stand Pat," he here added a new one—"We hold the ace," referring to the power of the United States to compete in the world's markets. His subject was that indefensible bit of graft called the "ship subsidy bill." Secretary Cortelyou, Speaker Cannon, Representative Hepburn of Iowa and Gov. Van Sant of Minnesota also made speeches.

The debate of the second day on the "Chicago Canal" (so called in this meeting) was hardly creditable to the intelligence of the delegates from Cleveland and the East, who insisted in substance, in the debate on the river and harbor committee report, that Chicago "should build her own canal," forgetful, or ignorant, of the fact that Chicago has dug and paid for "her canal," and that the improvement referred to in the report contemplates making navigable to the Gulf the Illinois and Mississippi Rivers from the end of the Chicago Drainage Canal; which is no more a local work than the continued improvement of the Ohio River urged by the same report and approved by the convention. The clause of the report referring to this work in Illinois was recommitted and killed, as were some other clauses that failed to meet the approval of the Eastern log-rollers. The action on the report as a whole demonstrated that the Board is no better than Congress itself when a suggestion of "pork" is in sight. The Board had better deal in "glittering generalities" or let such matters severely alone; for this exhibition of local prejudices added nothing to the dignity or weight of its proceedings.

The principle of reciprocal demurrage also met with opposition, although the committee asked for a Federal law enforcing prompt furnishing of means of transportation without discrimination and for a uniform charge for detention of facilities, whether detention be at originating points or destination, and including also a national reciprocal car service or demurrage. Mr. Kolff, of New York, said he believed there was already enough legislation, and moved to refer the resolution back to the committee, thereby killing it. Commissioner John B. Daish earnestly opposed the reference, and Mr. Grimes thought if demurrage was good for the railroads, reciprocal demurrage would be beneficial to both; but H. L. Preston, of Boston, who spoke twice against reciprocal demurrage, said he believed railroads were run by honest business men, who were burdened by doing more business than facilities permitted.

A rising vote was necessary to decide the question which resulted in recommitting by a vote of 36 to 17.

The committee on grain inspection (consisting of J. F. Parker, chairman, New York Produce Exchange; H. B. Slaughter, Chicago Board of Trade; Charles England, National Hay Association; H. S. Grimes, Grain Dealers' National Association; Frank Barry, Millers' National Association; J. Hume Smith, Baltimore Chamber of Commerce; E. G. Preston, Boston Chamber of Commerce; C. F. Cochran, St. Joseph Commercial Club; C. B. Murray, Cincinnati Chamber of Commerce), brought in two reports, a majority and a minority. After a discussion the only votes polled for the minority report, in favor of national inspection, which was tabled, was that from Chicago. The majority report opposing inspection was adopted. These reports are as follows:

#### MAJORITY REPORT.

The committee on national inspection of grain respectfully submits the following report:

Whereas, A bill having been introduced into the United States Senate "to provide for the fixing of a uniform standard of classification and grading of wheat, flax, corn, oats, rye and other grains, and for other purposes"; and

Whereas, The passage of any measure disturbing the present system of boards of trade inspection, under which the present grain of the country has been built up, would be injurious to the best interests of the producer, dealer and foreign buyer; therefore

Resolved, That this body hereby declares its belief that the inspection of grain by the national gov-

ernment at terminal markets would be detrimental to the agricultural interests and the grain trade of the country and that it is absolutely and unalterably opposed to any attempt to exercise government inspection of grain. We also declare in favor of having the inspection in all terminal markets under the supervision and control of the commercial organizations of such markets.

Resolved, That it is the sense of this meeting that a system of rules for grading of grain as nearly uniform as possible should be adopted by the various commercial exchanges.

#### MINORITY REPORT.

A minority of the committee on national inspection of grain respectfully submits the following report:

Whereas, In the transhipment and exportation of grain it is found that a large proportion of the parcels is subject to one or more transfers en route, whereby the identity of the property is lost; and

Whereas, The producer, seller, buyer and consumer would be favorably affected by the establishment and maintenance of a system that shall safeguard all the interests of each; and

Whereas, A national uniform rule and practice establishing the various grades of each sort of grain and furnishing a reliable and uniform inspection of all grains at such places as may be found advisable, including all exporting seaports and all recognized commercial grain markets, would tend to establish and maintain the reputation of American grain and secure for such inspection the respected confidence of all domestic and foreign buyers and dealers; therefore, be it

Resolved, That the Congress of the United States be urged to establish and provide for a bureau for the national inspection of grain.

Resolved, That a standing committee of a suitable number be appointed by the chair to represent to Congress the urgent need of the establishment of said bureau, the administration of which shall be under the civil service rules.

The following officers were elected for the current year: President, J. J. Sullivan of Cleveland; first vice president, C. S. Hamlin of Boston; second vice president, George H. Johnson of Milwaukee; treasurer, William R. Tucker of Philadelphia (Mr. Tucker was the only officer re-elected); members of the council—Baltimore Chamber of Commerce, Blanchard Randall; Boston Chamber of Commerce, Stanton White; Boston Merchants' Association, A. A. Lawrence; Chicago Board of Trade, R. S. Lyon; Cincinnati Chamber of Commerce, C. B. Murray; National Grain Dealers' Association, H. S. Grimes; Millers' National Association, Frank Barry; National Hay Association, Charles England; New York Board of Trade and Transportation, G. Waldo Smith, J. F. Barker; New York Produce Exchange, J. F. Barker; Philadelphia Commercial Museum, U. S. Harvey; Philadelphia Trades League, M. N. Kline; Pittsburgh Chamber of Commerce, G. H. Anderson; Scranton Board of Trade H. Hitchcock; Trenton Board of Trade, E. C. Hill; Milwaukee Chamber of Commerce, W. M. Bell; American Warehousemen's Association, W. T. Robinson, and Cleveland Chamber of Commerce, A. T. Anderson.

At the final session the Board adopted an amendment to its by-laws reducing the dues to be paid by constituent bodies to \$20 by associations of 100 members or less, and \$5 for each fifty members in excess of 100, the maximum dues to be \$300.

The committee on reciprocity reported the following resolution, which was unanimously adopted:

"That the National Board of Trade favors the establishment and maintenance of judicious reciprocal commercial relations with the chief foreign markets of the world, and especially with the Dominion of Canada and other contiguous countries."

#### SHRINKAGE OF CORN.

The experiments at the Iowa College to determine the amount of shrinkage of corn while in storage, began, as previously announced in these columns, in October last, have been published. The report says in substance that the corn was husked from the shock on October 24 and put into a crib or crate on wheels, which is run under an open shed. The corn is exposed to the atmosphere but not to the rains. The variety is Reid's Yellow Dent. The weight of the wagon and crib is 1,208 pounds.

Repeated weighings show the following: Gross weight of corn and crib, October 24, 7,224 pounds; October 26, 7,140; October 27, 7,120; October 28, 7,104; October 29, 7,080; October 30, 7,066; October 31, 7,060.

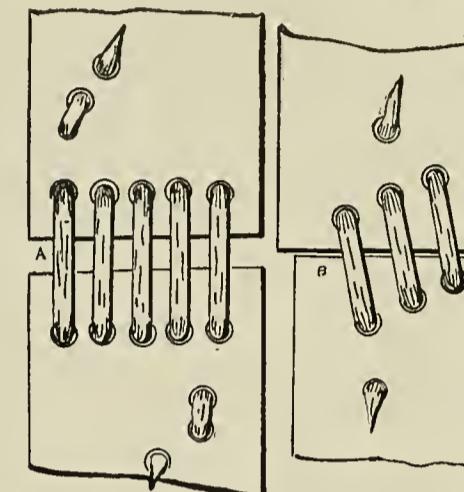
The weights at the end of each week to January 9 have been: November 7, 6,940 pounds; Novem-

ber 14, 6,824; November 21, 6,730; November 28, 6,700; December 5, 6,650; December 12, 6,635; December 19, 6,630; December 26, 6,568; January 2, 6,560; January 9, 6,552.

There were 6,016 pounds of the corn October 24, and up to January 9 it had shrunk 672 pounds, which is more than 11 per cent. It is seen by the weights that the moisture got out of this corn very rapidly the first few days after it was husked.

#### SOME BELTING TROUBLES.

In view of the important function of belts used to transmit power it is not clear why some men are so careless about this part of their equipment. It can hardly be ignorance, as the amount of matter printed on this subject would stock a good sized li-



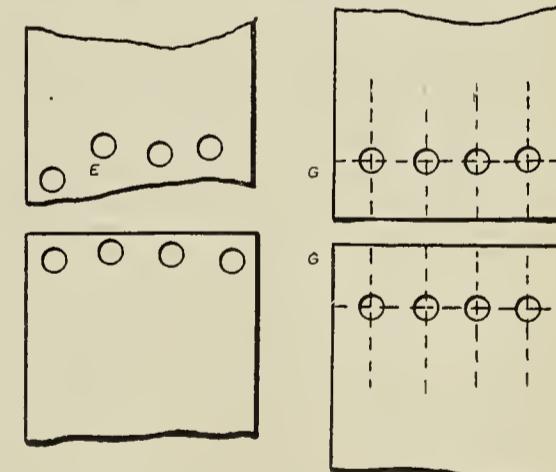
FIGS. 1 AND 2, DEFECTIVE LACING.

brary. At any rate the fact remains that in many mills and factories belts are neglected and maltreated in a most shameful manner.

A writer in *The Engineer* reviews the subject at some length and illustrates a number of the more defective belt lacings that have come under his observation. The accompanying cuts are examples.

Fig. 1 shows a belt union which is quite perfectly laced so far as the setting of the laces is concerned, but there is an open space between the butts, as shown at A. The union will never hold well until the joint is resewn and the ends of the belt brought together.

In Fig. 2 is a piece of narrow belt joined with a wider one. This makes a defect at B and the belt will lose its alignment at every turn of the



FIGS. 3 AND 4, PUNCHING THE HOLES.

wheels. It will wobble from side to side, as well as slipping and giving uneven motion.

Most men are hasty and punch the holes as in Fig. 3, either too much scattered as on the side E or too near the end of the belt. The proper way is to have the lines scratched as in Fig. 4. Here we have the line drawn across as at G G with the square as a rule, and the line makes a perfect gage for punching the holes. This gives the true start needed, and the rest is easy.

Iowa feeders are shipping in corn from Nebraska to fill their requirements, in addition to buying all the corn they can get in Iowa. There is very little contract corn in the state; and some dealers say they are able to sell all the corn they can get at better than Chicago prices.

## BROADENING THE SCOPE OF THE NEW YORK GRAIN MARKET.

The plans, so much discussed, for broadening the scope of the New York grain market, were adopted as outlined by its grain committee by the New York Produce Exchange at a meeting held on January 19. The committee's recommendation for new grades was approved, with the addition of a note authorizing the grading of Western rye. The recommended amendments to the rules regulating transactions in grain were also adopted with only one or two slight changes. The principal feature of this plan is the extension of the New York delivery system to Buffalo, so that grain can be delivered at that point on New York contract.

The committee's recommended new grades observe, as Chairman Kemp explained, the uniformity of standards in different markets; there were practically no changes in the existing standards, except in corn. The suggestion was made and adopted that the word "Western" be inserted on certificates of rye for export to distinguish it from New York or New Jersey rye upon satisfactory evidence being submitted to the inspection department as to the rye having been grown in the West. The recommendations of the committee, with the addition noted, were adopted to take effect on February 1.

The descriptions of the new grades are as follows (the editor being indebted to the Chief Inspector, G. H. K. White for official copies):

### WINTER WHEAT.

No. 1 White Winter Wheat shall be sound, plump, dry, well cleaned, and weigh not less than 60 lbs. Winchester standard.

No. 2 White Winter Wheat shall be sound, dry and reasonably clean, contain not more than five per cent of Red Wheat, and weigh not less than 58 lbs. Winchester standard.

No. 3 White Winter Wheat shall be sound, dry and reasonably clean, contain not more than five per cent of Red Wheat, and weigh not less than 56½ lbs. Winchester standard.

No. 4 White Winter Wheat shall include all White Winter Wheat not fit for a higher grade in consequence of being of poor quality, damp, musty, dirty, and weigh not less than 52 lbs. Winchester standard.

No Grade White Winter Wheat. (See General Rule.)

### RED WINTER WHEAT.

No. 1 Red Winter Wheat shall be sound, plump, dry, well cleaned, and weigh not less than 60 lbs. Winchester standard.

No. 2 Red Winter Wheat shall be sound, dry and reasonably clean, contain not more than ten per cent of White Winter Wheat, and weigh not less than 58 lbs. Winchester standard.

Note.—Wheat which shall be equal in all respects as to quality to the above standard of No. 2 Red, but which shall be slightly soft or damp, shall have the word "Steamer" prefixed to the grade.

No. 3 Red Winter Wheat shall be sound, dry and reasonably clean, contain not more than ten per cent of White Winter Wheat, and weigh not less than 56½ lbs. Winchester standard.

No. 4 Red Winter Wheat shall include all Red Winter Wheat not fit for a higher grade in consequence of being of poor quality, damp, musty, dirty, and weigh not less than 52 lbs. Winchester standard.

No Grade Red Winter Wheat. (See General Rule.)

### MIXED WINTER WHEAT.

No. 1 Mixed Winter Wheat shall be Mixed Red and White Winter Wheat; sound, plump, dry, well cleaned, and weigh not less than 60 lbs. Winchester standard.

No. 2 Mixed Winter Wheat shall be Mixed Red and White Winter Wheat; sound, dry and reasonably clean, and weigh not less than 58 lbs. Winchester standard.

No. 3 Mixed Winter Wheat shall be Mixed Red and White Winter Wheat; sound, dry and reasonably clean, and weigh not less than 56½ lbs. Winchester standard.

No. 4 Mixed Winter Wheat shall include all Mixed Red and White Winter Wheat not fit for a higher grade in consequence of being of poor quality, damp, musty, dirty, and weigh not less than 52 lbs. Winchester standard.

No Grade Mixed Winter Wheat. (See General Rule.)

### HARD WINTER WHEAT.

No. 1 Hard Winter Wheat shall consist of the Hard varieties, shall be sound, dry, well cleaned and weigh not less than 61 lbs. Winchester standard.

No. 2 Hard Winter Wheat shall consist of the Hard varieties, be sound, dry and reasonably clean, and weigh not less than 59 lbs. Winchester standard.

No. 3 Hard Winter Wheat shall consist of the Hard varieties, be sound, dry and reasonably clean, and weigh not less than 57 lbs. Winchester standard.

No. 4 Hard Winter Wheat shall include all the Hard varieties not fit for a higher grade in consequence of being of poor quality, damp, musty, dirty, and weigh not less than 53 lbs. Winchester standard.

No Grade Hard Winter Wheat. (See General Rule.)

### WESTERN WHEAT.

No. 1 White Western Wheat shall be sound, dry and reasonably clean.

No. 2 White Western Wheat shall consist of sound White Wheat unfit to grade No. 1. This grade may contain a slight admixture of smutty wheat.

No Grade White Western Wheat. (See General Rule.)

Note.—The grades of White Western Wheat are to include such wheats as are grown in the Northwest and on the Pacific Slope from either spring or winter seeding.

### SPRING WHEAT.

No. 1 Hard Spring Wheat shall be sound, bright and well cleaned, composed mostly of hard Scotch Fife, and weigh not less than 58 lbs. Winchester standard.

No. 1 Northern Spring Wheat shall be sound and well cleaned, contain not less than fifty per cent of the Hard varieties of Spring Wheat, and weigh not less than 57 lbs. Winchester standard.

No. 2 Northern Spring Wheat shall be sound, reasonably clean, contain not less than forty per cent of the Hard varieties of Spring Wheat, and weigh not less than 56 lbs. Winchester standard.

No. 2 Spring Wheat shall comprise all inferior, shrunken Spring Wheat, and weigh not less than 54 lbs. Winchester standard.

No. 4 Spring Wheat shall include all Spring Wheat not fit for a higher grade in consequence of being of poor quality, damp, musty, dirty, and weigh not less than 52 lbs. Winchester standard.

No Grade Spring Wheat. (See General Rule.)

### MACARONI WHEAT.

No. 1 Macaroni Wheat shall be bright, sound, well cleaned, and be composed of what is known as rice and/or goose wheat, and may include wheat that is bleached and shrunken.

No. 2 Macaroni Wheat shall be inferior to No. 1, but sound, and be composed of what is known as rice and/or goose wheat, and may include wheat that is bleached and shrunken.

No. 3 Macaroni Wheat shall include all wheat badly bleached or smutty, or for any other cause unfit for No. 2.

### CORN.

No. 1 White Corn shall be sound, dry, plump and well cleaned. An occasional straw colored grain will not deprive it of this grade.

No. 2 White Corn shall be sound, dry, reasonably clean, and contain not more than two per cent of yellow or red grains.

No. 3 White Corn shall be sound, reasonably dry, reasonably clean, and contain not more than two per cent of yellow or red grains.

Steamer White Corn shall be equal to the above grade of No. 3 in quality, but in condition may be soft.

No. 4 White Corn shall be White Corn not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade White Corn. (See General Rule.)

No. 1 Yellow Corn shall be sound, dry, plump and well cleaned. An occasional white or red grain shall not deprive it of this grade.

No. 2 Yellow Corn shall be sound, dry, reasonably clean, and contain not more than five per cent of white or red grains.

No. 3 Yellow Corn shall be sound, reasonably dry, reasonably clean and contain not more than five per cent of white or red grains.

Steamer Yellow Corn shall be equal to the above grade of No. 3 Yellow in quality, but in condition may be soft.

No. 4 Yellow Corn shall be Yellow Corn not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade Yellow Corn. (See General Rule.)

No. 2 Corn shall be Mixed Corn, sound, dry and reasonably clean.

Old No. 3 Corn shall be Mixed Corn, dry, reasonably clean, but inferior in quality to that described as No. 2.

No. 3 Corn shall be Mixed Corn, sound, reasonably dry and reasonably clean.

Steamer Mixed Corn shall be Mixed Corn, equal to the above grade of No. 3 in quality, but in condition may be soft.

No. 4 Corn shall be Mixed Corn not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade Corn. (See General Rule.)

### OATS.

No. 1 White Oats shall be White Oats, bright, sound, reasonably clean, free from other grain, and weigh not less than 31 lbs. Winchester standard.

No. 2 White Oats shall be seven-eighths White, reasonably sound, reasonably clean, reasonably free from other grain, and weigh not less than 29 lbs. Winchester standard.

Standard Oats shall be seven-eighths White, weigh not less than 28 lbs. Winchester standard, but in other respects slightly inferior to No. 2 White Oats.

No. 3 White Oats shall be seven-eighths White, fairly sound, fairly clean, fairly free from other grain, and weigh not less than 26 lbs. Winchester standard.

No. 4 White Oats shall be seven-eighths White, not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade White Oats. (See General Rule.)

No. 1 Oats shall be mixed Oats, bright, sound, reasonably clean, reasonably free from other grain, and weigh not less than 31 lbs. Winchester standard.

No. 2 Oats shall be mixed Oats, reasonably sound, reasonably clean, reasonably free from other grain, and weigh not less than 28 lbs. Winchester standard.

No. 3 Oats shall be mixed Oats, fairly sound, fairly clean, fairly free from other grain, and weigh not less than 26 lbs. Winchester standard.

No. 4 Oats shall include all mixed Oats not fit for

a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade Mixed Oats. (See General Rule.)

### CLIPPED OATS.

No. 1 White Clipped Oats shall be clipped White Oats, bright, sound, well cleaned, reasonably free from other grain, and weigh not less than 36 lbs. Winchester standard.

Oats that otherwise would grade No. 1 White Clipped shall not be deprived of the grade if but slightly stained.

No. 2 White Clipped Oats shall be seven-eighths White, reasonably sound, reasonably clean, reasonably free from other grain, but may be stained, and weigh not less than 34 lbs. Winchester standard.

No. 3 White Clipped Oats shall be seven-eighths White, fairly sound, fairly clean, fairly free from other grain, and weigh not less than 30 lbs. Winchester standard.

No. 4 White Clipped Oats shall include all Clipped Oats seven-eighths White, not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade White Clipped Oats. (See General Rule.)

No. 2 Clipped Oats shall be mixed Oats, clipped, reasonably sound, reasonably clean, reasonably free from other grain, and weigh not less than 32 lbs. Winchester standard.

No. 3 Clipped Oats shall be Mixed Oats, clipped, fairly sound, reasonably clean, reasonably free from other grain, and weigh not less than 30 lbs. Winchester standard.

No. 4 Clipped Oats shall be Mixed Oats, clipped, not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No. Grade Clipped Oats. (See General Rule.)

### RYE.

No. 1 Rye shall be sound, plump and well cleaned.

No. 2 Rye shall be sound, reasonably clean, and reasonably free from other grain.

No. 3 Rye shall be reasonably sound, reasonably clean, and reasonably free from other grain.

No. 4 Rye shall include all rye not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade Rye. (See General Rule.)

### BARLEY.

No. 1 Western Barley shall be plump, bright, sound, clean and free from other grain, and weigh not less than 48 lbs. Winchester standard.

No. 2 Western Barley shall be sound, bright, not plump enough for No. 1, reasonably clean, free from other grain, and weigh not less than 48 lbs. Winchester standard.

Extra No. 3 Western Barley shall be the same as No. 2 Western Barley in all respects, except as to color, which may be dark.

No. 3 Western Barley shall include shrunken or otherwise slightly damaged barley, and weigh not less than 44 lbs. Winchester standard.

No. 4 Western Barley shall include all Western Barley not fit for a higher grade in consequence of being of poor quality, damp, musty or dirty.

No Grade Western Barley. (See General Rule.)

Chevalier Barley.—Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Western Barley, except that they shall be of the Chevalier variety, grown in Montana, Oregon and on the Pacific Coast.

No. 1 State Barley, four-rowed, shall be of a bright, natural color, plump, sound, well cleaned, and weigh not less than 48 lbs. Winchester standard.

No. 2 State Barley, four-rowed, shall be plump, sound, reasonably clean, but may be slightly stained, and weigh not less than 46½ lbs. Winchester standard.

No. 3 State Barley, four-rowed, shall be sound, reasonably clean, fit for malting, otherwise unfit for No. 2, and weigh not less than 44 lbs. Winchester standard.

No. 1 State Barley, two-rowed, shall be of a bright, natural color, plump, sound and well cleaned, and weigh not less than 49 lbs. Winchester standard.

No. 2 State Barley, two-rowed, shall be sound, reasonably clean, but in color not good enough for No. 1, and weigh not less than 48 lbs. Winchester standard.

No. 3 State Barley, two-rowed, shall be sound and fit for malting, but in color and cleanliness unfit for No. 2.

### NO GRADE—GENERAL RULE.

All grain of any kind and variety that is wet, hot, or in a heating condition, burned or smoky, or is for any reason unfit for warehousing, shall be classed and graded "No Grade," and treated as provided in Rule — of the Rules of the Railroad Companies, as contained in their agreement with the New York Produce Exchange.

Note.—Canadian grain should be graded in accordance with above standards, but in consequence of being in bond, must be kept separate.

Note.—In inspecting on board vessel for export, the inspector shall be governed in his interpretation of the requirements of the grades by the season of the year, length of voyage and the climatic conditions at the port of destination.

The "next inferior grades" recommended for delivery on contracts are as follows:

Wheat—No. 2 White Winter Wheat is added to the contract standard upon the same basis as No. 2 Hard Winter Wheat, viz.: Two (2c) cents per bushel discount. The next lower grade to the qualities now tenderable is added for delivery, each (No. 3 Red, No. 3 Hard and No. 2 Northern) at a discount of five (5c) cents per bushel under its correspondingly higher standard.

Corn—No. 1 and No. 2 White Corn for delivery in addition to those grades now authorized.

Old No. 3 Corn for delivery at a discount of two (2c) cents per bushel.

No. 3 White, No. 3 Yellow and No. 3 Corn for delivery during September, October, November, December, January and February at a discount of three (3c) cents per bushel, and during March, April, May, June, July and August at a discount of five (5c) cents per bushel.

The grades of No. 3 corn are to be made to conform under the revised grading rules of the quality now known to the trade as "steamer corn."

Oats—In addition to the present authorized delivery, the grades of No. 3 White Clipped and No. 3 White Oats at a discount of one (1c) cent per bushel.

The New York contract grades and the basis for delivery, the top grades being even with the contract and the lower grades at discounts, are as follows:

Wheat—No. 2 Red, No. 1 Northern, No. 1 Hard Spring, even; No. 2 Hard Winter, No. 2 White, 2c off; No. 3 Red, No. 2 Northern Spring, 5c off; No. 3 Hard Winter, 7c off.

Corn—No. 1 White, No. 2 White, No. 1 Yellow, No. 2 Yellow, No. 2 Corn, even; No. 3 Corn, old, 2c off; No. 3 White, No. 3 Yellow, No. 3 Corn, 3c off, February to September, inclusive, or 5c off March to August, inclusive.

Oats—No. 1 White Clipped, No. 2 White Clipped, No. 1 White, No. 2 White and standard oats, even; No. 3 White Clipped and No. 3 White Oats, 1c off.

In amending the rules, which include the Buffalo delivery scheme, were then taken up, the only change made was the addition to Section VIII. of Rule 10, which relates to transferable orders for delivery of contract wheat of the words, "the same methods shall apply to deliveries of corn and oats on transferable orders." Some of the more important rules as amended and new regulations follow:

The identical parcels of grain may be transferred, mixed and inspected in store and merged into the grade, but no grain once merged into the grade shall be identified and subsequently mixed and merged into the grade.

On return of any warehouse receipt, properly indorsed, for grain in regular warehouse in Buffalo prior to 5 p. m. of any business day, and the tender of all charges represented by it, such property shall be promptly deliverable to holder of such receipt, as his order may direct, and it shall not be subject to any further charges for storage after demand for such delivery shall have been made, provided the canal boat or cars taking same are ready at the warehouse at the time to receive it. The agents in New York of the Buffalo warehouses shall deliver to the holder of such receipt a non-negotiable memorandum stating the kind and quantity of grain represented by his order for which original canal or rail bills of lading are to carry the title as soon as actual delivery is made. Such original canal or rail bills of lading shall be sent promptly when issued from Buffalo to the agent of the Buffalo warehouses, who shall deliver them to the holders of his non-negotiable memorandum in exchange for same.

Every warehouseman shall, at the close of business on Saturday of each week, cause to be made out and sent to the Registrar of Grain of the New York Produce Exchange a statement of the amount of graded grain in store in his warehouse at the close of business on that day.

The president, subject to the approval of the Board of Managers, shall appoint a committee of five, to be known as the Committee on Delivery of Warehouse Grain, consisting of one Buffalo warehouseman, one New York warehouseman and three members of the New York Produce Exchange known as members of the grain trade, to whom shall be referred all disputed questions relating to the receiving, storage or delivery of graded grain in Buffalo, or graded or other grain in New York, from or to warehouse, and the decision of such question by this committee shall be final.

On sale of graded grain the tender of a regular warehouse receipt for ex-lake grain in a regular warehouse in Buffalo shall constitute a delivery of the grain as between buyers and sellers, except in cases provided in Rule 5, Sec. VIII; provided, also, the seller deducts from invoice the published at and East rail rate of freight from Buffalo to New York, and one-half cent per bushel equalization and tenders not less than five thousand bushels in any one warehouse. On sale of graded grain the tender of a regular warehouse receipt for all rail grain in a regular warehouse in Buffalo shall constitute a delivery of grain as between buyers and sellers, except as provided in Rule 5, Sec. VII; provided, also, the seller deducts from the invoice the published local tariff rate to New York existing at the time of such delivery, and one-half cent per bushel equalization and tenders not less than five thousand bushels in any one warehouse. On all deliveries of grain in Buffalo the buyer shall be entitled to the day of tender and the seven following days free of charge for storage, and in addition thereto, to any unexpired portion of a term of storage.

Trading under these rules began on February 1; but in order that outstanding contracts may not be affected by the changes, the new rules will apply only to deliveries maturing on and after August 1 next.

A committee consisting of Henry B. Hebert, David H. Bingham, George Blanchard, E. Pfarrerius and C. F. Shirk, the last named member representing milling interests, was appointed to continue

the effort to secure a practical basis for a delivery of bonded grain on contract.

The elevator interests at Buffalo are all much pleased with the new arrangements at New York, which, it is believed, will materially benefit them because a large amount of grain should be carried in store at Buffalo to protect the futures sold in New York. By making Buffalo a delivery point, New York invites the entire western section to participate in trading at its market; for not only can the grain arriving at Buffalo be applied on New York contracts, but the shipper can avail himself of the opportunity of forwarding his grain to other Atlantic seaboard ports, on sales for export.

### POSSIBLE WHEAT PRODUCTION OF CANADA.

The London Statist having concluded from a study of statistics that wheat consumption is overreaching production and that Canada's possibilities for economical wheat growing have been reached until she has a much larger railway mileage than at present, Geo. Johnson, statistician of the Dominion of Canada, has contributed to Bradstreet's an article combating the Statist's position, which is perhaps worth a reference.

Mr. Johnson measures Canada's capacity for wheat production entirely from the standpoint of acres. "In Manitoba," he says, "there are 2,200 miles of railway. A strip of land five miles on each side of the railways would give 14,000,000 acres of land. Ten miles on each side would not be considered an unreasonable haul for wheat. But take five miles; and at the rate of production of wheat in Manitoba during the past eighteen years, i. e., 18.65 bushels per acre, the production would be 261,000,000, or 60,000,000 bushels more than the United Kingdom has imported in any year from all the wheat exporting countries of the world. In the Northwest Territories there are 2,100 miles of railway. A strip of land five miles on each side would mean another 14,000,000 acres, another production of 261,000,000 bushels, and another surplus over and above the demand of the United Kingdom of 60,000,000 bushels. Take Ontario with its 7,200 miles of railway—a strip of land one mile wide on each side would give 9,250,000 acres. The average of fall wheat during twenty-one years is 22 bushels per acre. The 9,250,000 acres would yield enough for the demand of Great Britain and 2,000,000 bushels over."

So, while the importation of wheat by Great Britain, 210,000,000 bushels, seems large in itself, it is really only a small affair, in view of Canada's possible acreage and production; for in addition to the lands mentioned above, there is in the provinces of Quebec, Assiniboia, Alberta, Saskatchewan and Athabasca enough more arable land to bring the total up to 777,000,000 acres; not to mention British Columbia, and the districts of the far North and Northwest, in all of which more or less wheat can be grown. Resorting to the graphic method of exposition, Mr. Johnson says: "In the accompanying diagram each square represents 11,500,000 acres of land,



and is sufficient to grow all the wheat Great Britain has called for annually thus far in her history. There are, in all, 67 squares, and one of them is all that is needed to grow sufficient wheat to give the motherland the yearly supply it now draws from the whole world."

Anticipating a pertinent objection, Mr. Johnson refers to the energetic work done in building the Canadian Pacific railways, and urges that were there need, either the Canadian Pacific Railway Company or the Hudson's Bay Company could, upon the lands each owns, sow, plant and reap one of such blocks of land, with the men and mechanical aids already in existence on the North American Continent.

Turning to what has been done, it appears that in Manitoba alone, in 1902, on 2,040,000 acres planted

to wheat, there were produced 53,000,000 bushels. A 4-fold increase of acreage (8,120,000) would yield all England requires; and yet Manitoba has 64,000,000 acres available for wheat, all of which could speedily be brought under the plow by making the Canadian Pacific Railway lines the backbone of a herring-bone system of railways, this work being done by one army of toilers while another army of farmers planted and reaped the wheat alongside of these lateral extensions.

To this interesting inquiry Mr. Edward Atkinson, in Bradstreet's of January 23, adds a brief but pointed chapter admitting the truth of Mr. Johnson's contention that one of the 67 squares of the diagram would produce all the wheat the United Kingdom has ever imported and suggesting—

"That is true, but under what conditions? It would of necessity be by a single crop method on a system of extensive farming, prosecuted in a short, hot summer, coupled with a very cold and long winter. It would be in a section where there would be little or no variety of crops except the vegetables and roots needed for the supply of the farmer's family; where there could be little or no intensive agriculture; where farmers' families would be isolated away from schools and towns, and in a section subject to a very long haul, mostly by railway, to the seaboard.

"For five months in the year the canals and rivers of Canada are frozen, and during this most important period the crop must find its way to the British steams across parts of the United States. The imports and exports of the Dominion are now permitted to pass in bond by courtesy, only by the consent of the executive officers of the government, not by treaty. Suppose the Chamberlain policy of free import of Canadian wheat should prevail, coupled with a tax or duty on wheat grown in the United States—how many days would elapse before the courtesy ceased, and before instructions would be given not to pass Canadian imports or exports in bond over any part of the domain of the United States, but to subject them all to the payment of duties?"

### CAR RECORDS AT KANSAS CITY.

The annual report of the supervising weight committee of the Kansas City Board of Trade for 1903 is as follows:

As stated in our report last year, previous to the establishment of this department for a period of eleven years, there was only forty-two per cent of all the grain received in Kansas City, unloaded here; the year just previous, or 1901, fifty-seven per cent. The percentage unloaded in Kansas City as per this report is seventy-three per cent as against seventy-seven per cent last year, the difference coming in through the destruction of facilities incident to the flood. The new elevators now in the process of construction, or contemplated, will put us in splendid shape this coming year.

By way of comparison of our last annual report we show:

	1902.	1903.
Cars unloaded .....	46,395	47,062
Complaints .....	569	496
Per cent .....	.0122	.0105
Leaks—seals broken .....	90	210
Ratio of complaints .....	1 to 81	1 to 94

#### Cars in bad order—

Decrepit .....	4,600	...
End Door Leaks .....	...	1,963
End Windows Open .....	195	...
Seals Broken .....	1,282	3,455
Leaky Grain Doors .....	1,561	...
Rohbed .....	59	...
Draw Bars, Sliding, etc. ....	4,697	

Total .....	7,697	10,115
Percentage of receipts. 12 1/4		21 1/2

The above shows there was unloaded 667 cars more than last year, 73 less complaints, or in other words .0017 per cent reduction, or again, one complaint out of each 94 cars unloaded against one complaint out of the 81 cars unloaded last year.

The percentage shows heavy increase in the matter of faulty equipment arriving, being 21 1/2 per cent of total receipts against 12 1/4 per cent last year.

Send us the grain news of your town and county.

### MEETING OF GRAIN DEALERS AT ROCKFORD, ILL.

The hitherto neglected territory of Northern Illinois will hereafter receive more attention from Secretary Beyer of the Illinois Grain Dealers' Association as both the dealers and conditions can be greatly benefited by a larger degree of association work. One of the first general meetings to be held in that section convened at Rockford on February 8 and it will be followed by other meetings at nearby points until as many dealers as possible become interested.

The meeting at Rockford did not bring out as many dealers as the secretary's replies to letters would seem to have indicated, but interesting sessions were held and the following made applications for membership in the state association: A. J. Hyland, Cherry Valley; W. M. Webster, Poplar Grove; Bokhof & Graham Bros., Durand; Ralston Bros., Caledonia; H. Bokhof & Co., Rock City; Shannon Grain Co., Shannon; B. P. Hill Grain Co., Freeport; Charles Whitney, Roscoe.

Secretary Beyer called the meeting to order at 2:30 p. m. in the assembly room of Hotel Nelson and said that from the replies he had received he had expected a larger attendance, but that some might come in later. The object of the meeting was to get the dealers in the north part of the state organized. Every business recognizes the necessity of organization and the grain men are recognizing the needs of association in their work.

Mr. Beyer spoke of the evil practices which a great many dealers indulged in, such as storing grain for farmers without reasonable compensation and the ill-effects which it brought to the entire trade. By organization also it was possible to secure necessary legislation that would tend to promote the interests of grain dealers. Every grain man had friends, and it was to their interest to see that men were elected to office who would not pass laws which would operate unjustly or inimically to the trade.

Geo. A. Stihbens, secretary of the Grain Dealers' National Association, was introduced and read a paper on the "Benefits of Organization."

Mr. Beyer said that the arbitration committee of the Illinois Grain Dealers' Association had satisfactorily settled differences involving an amount approximating \$30,000 this year and at a saving to the dealers interested. The arbitration committee consisted of two shippers and one receiver, and their decisions had proven invariably just and satisfactory.

J. G. Woodman spoke of the relation between the commission man and the grain dealer. Their interests were mutual and the receiver could not afford to treat the shipper with any degree of unfairness. Grain men should recollect that mistakes will sometime happen and not blame the receivers too quickly for errors that are unintentional and that are probably not known by the receiver. The grain dealers should also take sufficient interest in politics to secure men for the legislature who were friendly to their interests.

J. W. Radford introduced the subject of the present Civil Service Bill. He spoke of the unsatisfactory conditions existing at Chicago and said that the outlook was helpful for the enactment of a civil service law that would better conditions in all respects. He thought that the grain trade did not realize its own importance and was confident they could accomplish very much along the lines of securing just and necessary legislation if they would take more interest in these questions. If some of the grain dealers could be induced to go to the legislature he did not believe it would cause that body to deteriorate in reputation or influence. If we could have practical civil service, it would be far better than to secure the passage of the McCumber Bill; and if grain dealers would show a proper amount of interest he was confident that Illinois could have civil service next winter.

H. J. McDonald: I was born in the grain business and was brought up to fight my competitor until I joined the state association. I now find that grain dealers are good fellows. When you go to a

meeting to-day you meet your competitors socially and can talk your troubles over. This always results in better conditions.

W. M. Hirschey: I want to say that Mr. Radford is a member of the legislative committee of the Illinois Grain Dealers' Association, and I was much pleased that he spoke as he did. He was before the legislature last winter. This committee needs a greater support and that is why it seems best for you to organize. I know of a great many retired farmers, but no retired grain dealers. I do not think that there is any business man who takes the risk that the grain man does. Your filled elevator burns with the farmer's grain in it and he can make you pay every cent of his loss. This is only one of the many risks he takes. One experience which I had when in business was that we quarreled too much.

Mr. Marshall said that the worst thing he had to contend with was the scoop-shovel element.

Mr. Beyer replied by stating the present status of the scoop shoveler in the trade and the many difficulties that confronted him when trying to do business. Organization had been responsible in nearly every territory for removing this evil from the grain trade.

B. P. Hill said he belonged to other associations outside the grain business which had proven profitable and he had no doubt but that organization would pay the grain dealers.

Mr. Shearer spoke of the uncertainty of the present methods of inspecting grain due to human fallibility and thought that by chemical analysis an inspection would be made that would be certain and just. It was his opinion that inspectors who even tried to do fairly by all would err through the judgment.

Mr. Beyer stated that that was an additional reason for civil service law, as the grain could be inspected on a scientific basis.

The following committee was appointed on credentials: B. P. Hill, Freeport; S. T. Zeller, Ashton; T. Z. Marshall, Belvidere. An adjournment was taken until evening.

#### EVENING SESSION.

The evening session was informal and was taken up with short talks on subjects of interest to the trade.

Secretary Beyer read a bill that was introduced in the house of representatives by Mr. Rodenberg and referred to the committee on interstate and foreign commerce. It was a bill to regulate the carriage of interstate freight on all railroads engaged in interstate transportation.

Mr. Stihbens read a memorandum showing the condition of cars arriving at the Kansas City market during January and took occasion to urge on dealers the necessity of shipping their grain out in cars that were properly coopered. He spoke of the plan which was now in process of being carried out of equipping five cars with steel lining and placing them in commission between Omaha and Chicago. The results of the trial would be announced later. He said there always had been shortages and probably always would be, but the constant pressure that was being brought to bear and agitation of this subject was bringing about better conditions.

#### ROCKFORD NOTES.

H. Stanberry represented the Millers' National Insurance Co. of Chicago.

If you want the help of your secretary on any questions you must notify him about it.

The Funk Bros. Seed Co. of Bloomington, Ill., sent a seed exhibit for the inspection of grain dealers.

The contortionist in his evening exhibition might give the dealers a few points on "kicking" against existing evils in the trade.

Grain dealers will write their memoranda for a while with the lead pencils distributed by H. L. Miller with the compliments of E. W. Bailey & Co.

A delegation from the Chicago Board of Trade went out to give social prestige to the meeting. It embraced J. W. Radford with Pope & Eckhardt Co.; W. M. Christie, with Fyfe, Manson & Co.; F. M.

Bunch and Henry A. Rumsey, with Rumsey & Company; W. M. Hirschey, with E. W. Wagner; H. L. Miller, with E. W. Bailey & Co.; J. G. Woodman and Fred D. Stevers, with Rosenbaum Brothers; L. S. Hoyt, with Montague & Company.

The grain dealers who were present included T. Z. Marshall, Belvidere; D. W. Stocking, Lindenwood; H. J. McDonald, Frankfort; S. A. Gibson, Kings; Robert Spottswood, Winnebago; W. S. Shearer, Steward; S. T. Zeller, Ashton; J. R. Titus, Flagg; W. H. Randerson, Winnebago; J. H. Graham, Durand; H. Bokhoff, Rock City; W. M. Webster, Poplar Grove; G. W. Banks, Irene; H. A. Hillmer, Freeport; C. A. Croshy, Monroe Center; A. J. Hyland, Cherry Valley; J. C. Ralston, Caledonia; B. P. Hill, Freeport; Chas. Whitney, Roscoe; S. S. Bramen, Shannon; C. B. Lewis, Creston.

### RAILWAY RATES IN MINNESOTA

After much delay and several postponements, the "Cannon Falls Case," so-called, one of rate discrimination, was heard at St. Paul by Commissioner Prouty of the Interstate Commerce Commission on January 12. The complaint had been filed by the Cannon Falls Elevator Company of Cannon Falls, Minn., against the C. M. & St. P. and C. G. W. Railroad Companies, the allegation being that, although Cannon Falls is 45 miles nearer Chicago than Minneapolis and St. Paul, the rates on barley and grain from Cannon Falls to the Louisville and Chicago markets were much higher than the rates from Minneapolis and St. Paul to the same points. A specific charge was that the rate from Cannon Falls to Louisville was 21 cents, while from Minneapolis and St. Paul to Louisville it was 14 cents, or 33 1/3 per cent less.

Commissioner Prouty early sounded the keynote of the hearing by putting to complainant's counsel the question, "You think, then, that because the distance is less, the rate from Cannon Falls to Louisville should be less than from Minneapolis?"

This led to the submission of testimony that the rates from Minneapolis and Cannon Falls to both Chicago and Louisville were at one time equal, but because of the pressure of the lake competition the rates from Minneapolis to Louisville, the greater market, were slowly forced down from 21 cents to 14 cents. Cannon Falls, feeling no such competition in marketing its grain, suffered no such lowering of tariffs.

The defense sought to show that the conditions obtaining in this territory justified a violation of the long and short haul clause of the commerce law, as provided by that law, which permits violation when a road must meet competition or go out of business. Testimony was then taken to show the effect of the lake rates in the Minnesota territory. Mr. Ewe of the Van Dusen-Harrington Company testified that much wheat actually moved each year between the head of the lakes and Chicago by water, on tramp steamers, bringing down the rail rates which cannot equal in cheapness those of water routes. The same testimony was submitted by J. C. McCaul of Minneapolis, C. E. Anderson and other grain men. The effect was to show that rail rates out of Minneapolis for the East are governed by lake rates through the entire year, since during the closed season the storage houses accept grain and quote rates against the opening of navigation.

One of the important features of the hearing was brought out on a question from Commissioner Prouty. "What would be the result," he asked, "if Cannon Falls obtained the same rate as Minneapolis and adjacent shipping points were equalized to the new rate?" "Seventy-five per cent of all the barley grown in our section," the witness replied, "would go to Chicago instead of Minneapolis. Louisville would get practically all the rye."

It was also testified to that a change in the rates for distances exceeding thirty-five to forty miles from Minneapolis, in the southern portion of the state, would divert grain marketed at home to foreign markets and destroy the Minneapolis pre-eminence. "The Minneapolis market," the witness said, "is made by lake competition on grain. A change

in tariffs in the southeastern part of the state, however slight, would influence grain to seek a market in Milwaukee or Chicago rather than in Minneapolis."

The case was taken under advisement; but railway officials who attended the hearing profess to be unwilling to believe that the Commission will disturb the present adjustment of rates in the southeastern part of Minnesota, other than to require a revision which will eliminate violations of the long and short haul clause and level existing rates into uniformity, so far as it can be secured, and this they seem now willing to do.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Warehouse Receipts Issued on Insufficient Possession of Property.

A dealer was largely engaged in purchasing seeds, storing the property purchased in his warehouse. He occupied the premises, for which he paid \$250 a month rent, as a place of business, maintaining an office there, with clerks to assist in the management of the business and with porters to handle the seeds. Then he arranged with a storage company which had no warehouse of its own to issue warehouse warrants, or receipts, to him for property upon his premises for a certain small charge per month upon the value of the property covered by the receipts. He executed a lease of the premises to the storage company, to continue so long as he should desire and so long as property should remain thereon for which warrants or receipts had been issued; and this without any payment of rent by the storage company. The storage company neither required, nor was it given, any key to the premises, but an agent of the company did occasionally visit the premises, and inspect the property in a sort of way. The dealer remained in possession of the premises as before the agreement, continuing to transact his business there as he had formerly done.

There were certain signs placed upon the different floors of the building, indicating that the storage company controlled the premises. These were small and obscure signs, not likely to attract attention, and most of them hidden behind the piles of bags of seed. No sign was placed upon the exterior of the building, indicating any proprietorship of the storage company, or giving notice to the world that any other than the dealer had possession and control. There was no open, notorious manifestation of a change of possession; none was intended, and there was none in fact.

Upon each pile of bags of seed for which the warehouse receipts or warrants were issued there was placed a small tag, which might be discovered after careful search. The dealer substantially treated this property as his own, at times going through the forms prescribed by the storage company, and whenever he found it necessary, ignoring them. It was not found that the storage company had knowledge of this action of the dealer, but it certainly knew that it was possible under the circumstances for the dealer to do with the property as he would, since it was left within his control.

The United States Circuit Court of Appeals, seventh circuit, says (*In re Rodgers*, 125 Federal Reporter, 169) that it is difficult to look upon this transaction as a warehousing of property; and it holds that such a scheme within the state of Illinois is constructively fraudulent as to creditors and voidable by creditors. Nor does the court consider that it can uphold this transaction as a pledge of the property to a bank and other parties to whom the dealer hypothecated some of these receipts to secure loans. It says that actual or symbolical possession of personal property in the pledgee is essential to its pledge. It is true that when the actual delivery is to a carrier or warehouseman, and bill of lading or warehouse receipt is given

therefor, the transfer of the instrument and its delivery to the pledgee is regarded in the law as delivery of possession to the pledgee of the property represented by the instrument; but it is a necessary condition to the existence of such symbolical possession by the pledgee that the property itself be in the possession of some other person than the pledgor. Two different persons cannot be in the actual adverse possession of the same property or premises at the same time; and, as here the actual possession and actual control of the property in dispute was found to have been in the dealer, the transfer of these warehouse receipts to *bona fide* holders for value, even without notice of the fact, could not constitute a valid pledge of the goods, as the storage company had not possession and control of the goods.

### Illegal Switching Charges.

In what is now entitled the case of Galesburg & Great Eastern Railroad Company vs. West (108 Illinois Appellate Court Reports, 504), the Appellate Court of Illinois, second district, affirms a judgment in favor of the latter party, who brought the action to recover for what he was compelled to pay for switching, at \$2 per car on 99 cars, and costs. This railroad, it appears, extended from Victoria to Wataga, a distance of 10 miles, where it connected with the C. B. & Q. From Victoria to Chicago the distance was 165 miles. There were two grain elevators at Victoria. One was owned by the railroad but apparently operated by other parties. The other was owned and operated by the party suing, who at his own expense constructed a switch from his elevator to and connected it with the main line of the railroad. The length of the switch was from 300 to 350 feet. The statute provides that all railroads shall permit connections to be made and maintained with their tracks to and from any and all public warehouses where grain is or may be stored. Thus it will be seen, the court says, that the construction and connection of the side track of the party suing with the company's system of railroad was authorized by law.

The Railroad and Warehouse Commission fixed the maximum rate which might be charged for grain from Victoria to Chicago at 9.72 cents per 100 lbs. The rate fixed and charged by the Railroad Company, however, was but 8.32 cents; and the company sought to justify the collection of the switching charges upon the theory that adding the \$2 per car collected therefor to the rate charged for transmitting the freight the total would still be within the maximum rate authorized by the Commissioners.

The court says that the arithmetic of the proposition was all right, but that the law of the proposition was all wrong. It was optional with the Company to establish the rate as it saw fit, not exceeding the maximum rate fixed by the Commissioners. It exercised that option; and by its mode of business advertised to the world that it would carry grain in carload lots from Victoria to Chicago at 8.32 cents per hundred. While the court does not hold that the Company might never thereafter change or increase the rate, it does hold that so long as it was operating under that rate in dealing with a part of the public, it must deal with all of its patrons upon the same basis. A farmer having a carload of grain to ship to Chicago could obtain a car at a convenient place upon the company's side track, within 300 to 350 feet from the elevator of the party suing, and load and ship it to Chicago at an 8.32 rate, net; while the party suing would be required, at the same time, to pay the same amount for a similar carload, plus \$2. It was manifest that such a course of dealing could not be justified upon the ground that the Railroad Company, including the collection of the switching charges, demanded and received from the party suing, for the services rendered, an amount less than the maximum charges authorized by the Railroad Warehouse Commissioners for a straight shipment between the points in question.

Again, it was urged that the elevator of the party suing was on his private property, not on railroad lands; and for that reason the Company had a right

to make a reasonable charge for the alleged extra or additional service in switching the cars. But the court says that under the provisions of the statute, if a car of grain was received by the Company on its line, billed to the elevator at Victoria, it would be its duty to deliver the car at the elevator. Its duty would not be discharged by leaving it upon its own side tracks. If it could be required to deliver cars at the elevator, it was equally its duty to receive them there.

The collection of the switching charge being wholly unauthorized and illegal, the court holds that it was extortionate to the whole extent of the amount collected. Nor does it consider that it could be said that the party suing paid the switching charges voluntarily and was, therefore, precluded from maintaining an action to recover back the money paid. It says that he was extensively engaged in the grain business. He was entitled to have cars furnished him for shipment of grain without the payment of the switching charges. However, in order to obtain them, he was compelled to pay the additional \$2 per car. It is important to have cars promptly to take advantage of existing market conditions, as well as to comply with contracts for the delivery of grain at a specified time. If he were under contract to deliver a carload of grain at a certain elevator in Chicago on a given day, and could only obtain the car by the payment of the switching charges illegally demanded, and he was left to the alternative of paying the illegal demand or to the payment of damages arising from a failure to deliver the grain as agreed, which might amount to many times the extortionate demand of the railroad company, the payment of the switching charges under such circumstances is attended by a degree of financial coercion, or business duress, which deprives the transaction of every vestige of a voluntary payment.

## AMERICANS IN MANITOBA.

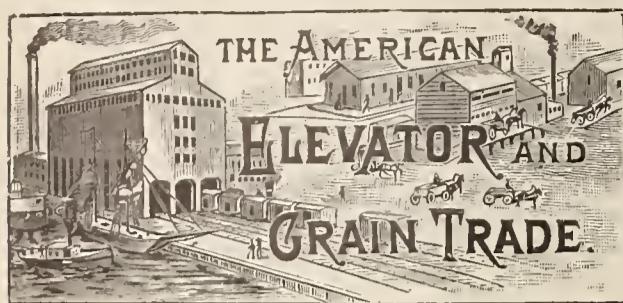
Estimated roughly the Winnipeg Free Press thinks that between \$9,000,000 and \$10,000,000 of American money is invested in Manitoba lands and enterprises, including the grain business. The Imperial Elevator Company, called "one of the most progressive companies," is American. Its office was opened on May last with Wm. C. Leistikow as president, and Wm. J. Bettinger, formerly of Minneapolis, as vice-president and manager. They have over \$300,000 invested. Mr. Leistikow was a pioneer of Dakota and in the early days of Red River navigation was actively engaged in the river traffic between the little settlement of Fort Garry, as Winnipeg was then called, and the towns across the border. He has ever since kept a watchful eye on the settlement on the banks of the Red River. He lives at Grafton, N. D.

The North Star Grain Company, Limited, is another American company that has been operating in Manitoba for about a year only, but now have twenty-five elevators and warehouses on the C. P. Ry. and others on the C. N. Ry., to which "strings" of houses the company expects to add twenty-five more during the coming season. W. A. Anderson, a young Minnesotan, and half owner of the Schmid-Anderson line of houses in southern Minnesota, is president of the North Star Company, and H. R. Scott, who has been G. W. Van Dusen & Co.'s representative in southern Minnesota, is general manager.

The Andrews-Gage Grain Co. of Minneapolis, who operate a large line of houses in Minnesota and North Dakota, last year built twenty houses along the C. P. Ry. The business in Manitoba is managed by H. G. and J. C. Gage.

The McLaughlin-Ellis Grain Commission Company is another Minneapolis firm operating in Winnipeg, as well as in Minnesota, Iowa, South Dakota and Nebraska. The company owns ten elevators between Winnipeg and Indian Head and expects to build more this season.

Indian Head, Man., has eleven elevators with storage capacity of 300,000 bushels, and about 150 flat houses or granaries.



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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1904.

Official Paper of the Illinois Grain Dealers' Association.

### POLITICS FOR GRAIN MEN.

C. S. Bash of Ft. Wayne, Ind., in a report as chairman of the legislative committee of the Indiana Grain Dealers' Association, printed on another page, gives a vivid review of the car service and transportation situation in that state, where shippers are endeavoring to crystallize public sentiment in favor of a law creating a state board of warehouse commissioners. Indiana is peculiarly situated from the railroad point of view; for although she is gridironed in every direction by roads, the state is, for the most part, used by her strongest lines merely as a highway for through business; and when that is brisk the local business is utterly neglected and its necessities ignored. The pressing need, therefore, of some form of state control of the transportation lines is apparent; but the experience of this legislative committee at Indianapolis last winter demonstrated that a law creating a board of railroad commissioners will be secured only by the determined and united action of the shipping interests of the state, heartily supported by the farmers and their representatives.

Mr. Bash's advice to Indiana shippers is to begin the work of formulating and solidifying public opinion on this question now. He is right. The work cannot begin too soon. As in Illinois, where it is hoped to put the employees of a similar commission under the control of a suitable civil service law, the work must start with the selection of candidates for legislative representatives and state senators. Grain dealers and shippers in both states should make it their business to know how candidates of all parties stand on these two questions and if possible should defeat for nomination those aspirants who will not pledge themselves to support these measures. Politics have gotten so far

into the hands of the parasitic and tough classes that only the personal activity of business men in practical politics can rescue the states from the control of those vicious elements. And the work of business men, especially of grain dealers, may be most effective in the country districts which are removed from the subterranean and invisible influences which so largely control city and especially metropolitan primary elections.

### THE FORAKER BILL.

The purpose of the Foraker Bill, the immediate and direct effects of which Mr. John B. Daish epitomizes in a letter printed under the heading of "Communicated," is intended chiefly, it would seem, to neutralize the probable effects of a decision of the U. S. Supreme Court sustaining the decision of the U. S. Circuit Court that the consolidation of competing railway companies as effected by the Northern Securities Company is illegal under the Interstate Commerce and Anti-trust Acts. Such decision has not been handed down as yet; but Mr. Foraker repels the charge of indecent haste in offering his bill by the statement that he knows the court has arrived at a decision.

An affirmative decision would, of course, be awkward—for the Northern Securities Company; and the stock brokering and stockholding world feels, no doubt, the "necessity" for such legislation; as it would be, in a measure, a return to the common law interpretation of "restraint of trade" and control of trusts and monopolies, which the Sherman Act sets aside by a definite statute, of one effect of which the Supreme Court said in the Trans-Missouri Freight Association case:

When the body of an act pronounces as illegal every contract or combination in restraint of trade or commerce among the several states, the plain and ordinary meaning of such language is not limited to that kind of contract alone which is unreasonable restraint of trade, but all contracts are included in such language; and no exception or limitation can be added without placing in the act that which has been omitted by Congress.

The Circuit Court, in the Northern Securities case, went still further and said in substance that the Sherman Act penalized—not only any combination in restraint of trade, reasonable or unreasonable, innocent or injurious, but even the mere acquisition of the power to make such a combination.

These views of the courts are held by the friends of the Foraker Bill to be "unreasonable and disturbing."

Perhaps so—at least to a part of the public; but it cannot be said that to the shipping public the manifest purpose of Mr. Foraker to break down the force and effect of the only two acts, however imperfect, which the statute books carry for the protection of shippers is especially welcomed.

There really is no necessity for this bill. If the Northern Securities Company is an illegal form of combination, or power to effect a combination, it can be dissolved; and the temporary inconvenience of its dissolution can be more easily borne by its shareholders than the breaking down of the public defenses against objectionable combinations of carriers and other quasi-public corporations can be permanently endured by the shipping public, whose safe-

guards, even under these laws, are slender enough.

### KANSAS CITY LEAK RECORD.

The annual report of the weighing committee of the Kansas City Board of Trade appears on another page. It shows fewer proportional complaints of shortages in 1903 than in 1902; but the actual number of cars arriving in bad order was larger in 1903, both absolutely and relatively, than in 1902. This is not encouraging. It is unfortunate that the records were not identical in form for both years, which creates confusion in differentiating the phenomena of shortages. Apparently—though, perhaps, only apparently—the complaints in 1903 were due in large part to causes over which the railways had direct control; for out of 10,115 cars received in bad order, 3,455 had seals broken and a certain proportion of the 4,697 classed together had leaks at draw-bars, showing rough handling in transit. The report for 1903 does not, as it should, indicate clearly the leaks that are due to faulty cooping of cars or other preparation of the grain for shipment, and for that reason the report is so very deficient as to be of little practical value. The committee should return at least to the form of record used in 1902, and the committee could with profit go still further into details in order to disclose causes of leaks in order that by their exposure by disinterested record makers they might be corrected.

### RUSSIA'S ECONOMIC RESOURCES.

If, as now seems likely, Japan has, by becoming the apparent mistress of the Oriental seas, transferred the war with Russia to the land, the struggle may be a long and exhausting one, especially to Russia, fighting, as she must, so far from her base of supplies. How well the financial resources of the nation can endure such a drain is an interesting question. Geo. Kennan, a recognized authority, is of opinion that Russia has already exhausted the power of taxation in European Russia. The condition of the peasant is really so bad as to be almost inconceivable by the native American. The amount of land per family is ridiculously small; its productive capacity is small—compared with American farms as 39 to 81, and steadily decreasing; there are few animals—in certain provinces not averaging a "quarter of a horse" per farm; yet taxes are extortionately high, reaching \$48.80 out of cash receipts of only \$105.08 for the average family of eight persons, whose total income from all sources represents not over \$213.

The increasing exports of grain from Russia in recent years (and which recently averaged 2,000,000 bu. per week) have been taken as an indication that the agricultural population of the empire is becoming more and more prosperous and is raising a larger and larger annual surplus of food products, but such is by no means the case. Grain has been one of Russia's means for making her foreign payments and exportation has been encouraged; besides, under the pressure of desperate necessity, the Russian peasants have been selling breadstuffs that they ought to consume, and have increased their exports at the expense of their health, it being undenied that no less than twenty entire prov-

inces of European Russia are habitually underfed. The exhausting sale of food resources is made not because Russians have enough, much less a surplus, but because they *must* get money for their taxes. That the exportation is not a natural movement is certain, for on February 8, immediately after the war began, exports from Odessa, as Broomhall's cabled, ceased.

Kennan says further that the arrearages of state taxes have increased from 10 per cent in 1871 to 177 per cent in 1900, and that land redemption payments have in many provinces wholly ceased—both facts showing the hopeless economic condition of the peasants.

Autoocracy may do much that no other form of government might dare dream of; but at least from the occidental-democratic point of view Russia's preparation for war (which some astute European once said is "Money, Money and more Money") is not wholly of the best, with an impoverished populace behind the army.

#### SENATOR BURTON'S CASE.

Senator Burton, in explanation of the indictment against him at St. Louis, agrees he was paid by the Rialto Grain and Securities Company \$2,500 for "legal services," said services consisting only in his going to the postoffice department "to find whether a fraud order had been issued" against the said company. This would seem rather a high fee for so simple a service, even when paid in five separate installments of \$500 each; for a \$25 lawyer might have made so simple an inquiry quite as well as the Senator who denies having done more.

The Senator may or may not be punished under the statute for the offense charged; it really doesn't matter; the "mix up" has done him irreparable damage anyhow. But the pertinent fact is, that though many persons have been held accountable for offenses against the postal laws of the sort involved in this case, few have been whipt of justice. The bucket-shoppers of St. Louis, Kansas City and Minnesota continue their business of advertising for and plucking the "innocent purchasers" of their tickets unmolested by the authorities, although their business is well understood and known to be in some respects less respectable or "square" than the suppressed (?) Louisiana or Kentucky Lotteries. Why do these gentry escape and the Senator from Kansas get all the attention?

#### BRITISH COMPLAINTS OF INSPECTION.

There are, of course, two sides to pretty nearly all questions; at any rate, the matter of cislantic export wheat has, whether the grain originates in the United States or in Canada. At the present time the English buyer, under the lead of J. Rank of Hull, a miller who has been on this continent recently and is sure he knows, is trying very hard to get millers to break away from the system of buying on inspectors' certificates of grade and to substitute the standard or sealed sample method.

There is very little doubt that the hospitalizing system in vogue at the exporting elevators of both the United States and Canada is rather overdoing the mixing proposition; but just what may be done abroad to offset or stop the alleged abuses of the system is not so clear.

All English millers are not agreed that abolition of the "certificate final" system would be desirable or practicable. At least the National Association of British and Irish Millers refused to go as far as Mr. Rank desired—to bind themselves not to buy American wheats, "certificate final"; but contented itself with declaring that that system is "unsatisfactory," and that, as members of the association, they "will in the future endeavor to buy on sample or on standards made up in the United States and Canada in the same way that California samples are made up."

It may also be of passing interest, at least, to the American out-port grain inspectors to know that American inspection certificates are not wholly discredited abroad; a prominent Leith miller saying to the British Association when the subject was under discussion that Montreal certificates were so utterly valueless that he had refused point blank to accept grain upon them, although he did accept American certificates, and objected to committing the association against them as a whole.

#### THE NATIONAL BOARD OF TRADE.

The National Board of Trade convention devoted rather more time than usual to subjects in which the grain trade is interested; and these on the whole were disposed of satisfactorily to the trade. The crop report committee's two reports, published on another page, were, perhaps, rather colorless, barring the huge bouquet deposited on Statistician Hyde's desk. The committee was, of course, right in its view of the Bureau's work; that is, if the work is hereafter to be done in the way it is done now. But Mr. Grimes of Ohio, who knows something by experience in this identical work of the accuracy of farmers' guesses and reports on crops, feels there is a better way to arrive at the results sought than to depend on the guesses of many thousands of volunteer correspondents, even when supplemented by the guesses of certain paid field agents. It would assuredly cost more money to get an accurate estimate, say of the grain in farmers' hands at a given date, than to arrive at the sum total of many thousands of guesses; but what Mr. Grimes contends for is that if the government is going to authorize a statement at all, it ought to base that statement on something more tangible than mere guesses. The Board did not indorse his view, at least so far as to recommit or reject the reports.

National inspection of grain was disposed of in the only way possible, since the entire grain trade of the country with few exceptions is opposed to it.

Senator Hanna came forward with an "ace high" hand to bluff his ship subsidy scheme through; but the Board refused to commit itself on that hopeless project, beyond urging the appointment by President Roosevelt of a special commission to report upon the needs of the American merchant marine.

The Board, however, undertook too much and in consequence made some blunders, including the very stupid one of confounding the Illinois River ship canal improvement with the digging of Chicago's drainage canal at government expense, to which the Cleveland men loudly objected, and, exhibiting its ignorance of the fact

that the "ditch" is already finished and paid for by Chicago herself, recommitted (that is, killed) a report favorable to the river improvement, while endorsing other similar work no more pressing or meritorious.

#### MCCUMBER BILL.

The McCumber bill, or the proposition to establish government inspection of grain under the direction of the Agricultural Department, has been so vigorously objected to by the National Board of Trade and by numerous boards of trade, dealers' associations and individuals, that it may be said to have received its quietus. Even Senator McCumber, we imagine, by this time, understands the impracticability of his bill. And, too, the votes the minority report received in the National Board of Trade meeting were probably votes in favor of the principle of uniformity in grading and inspection that government control would tend, at least, to bring about, rather than expressions of opinion that the McCumber bill in its present form is likely to bring about such a condition.

It is now up to the exchanges themselves to bring about this uniformity and thus anticipate any further attempts to take the inspection of grain out of the hands of the trade itself. The exchanges must recognize the fact that their chief and perhaps only legitimate function is to facilitate the marketing of grain in such a manner as to encourage its production by obtaining for it the highest prices the world is willing to pay for it; not to cater exclusively to the speculative side of the market and to the professional mixers and sophisticators of grain. A multiplicity of definitions of the same kind or grade of grain in different markets creates confusion that necessarily plays into the hands of the expert and causes loss to the inexpert who are always the country shipper and, lastly, the grower. Uniform grading definitions and inspection, on the other hand, would remove confusion, at least from the growers' minds, and therefore be a direct and distinct benefit to the cash business on all exchanges, which it is their duty to encourage and foster by trying to bring growers and dealers into closer sympathy.

#### QUEER PROMOTERS.

It is remarked in both North Dakota and in Illinois that the promoters and professional spouters for farmers' elevators, farmers' exchanges, and the like are frequently broken down political hacks who have worn out their welcome with all parties with which they have been identified. O. G. Major of North Dakota, who has been organizing farmers' elevators and was once a middle-of-the-road candidate for governor, is now lecturing on socialism; Col. Denton, who distinguished himself at Fargo as the champion of national inspection, is referred to proudly as "a Democrat in an overwhelming Republican state," as if that added any weight to his argument; and down in Carroll County, Ill., is another local politician, notable for his skill in sophistry and softsoapery, who is accused by a Milledgeville editor of promoting a farmers' elevator in order to "get even" politically with the buyer at Chadwick. Farmers who butt in on that kind of representation ought to know what to expect; yet some do it.

## EDITORIAL MENTION

Shortages are like the poor—they're with us always.

Let your watchword be "Civil Service" in the Illinois inspection department.

If every grain dealer has to have a cooperage shop, why wouldn't it be well to go a step farther and build his own railroad cars?

Grain dealers should recollect that they can often grind feed with profit to themselves during the winter and spring months.

If October doesn't get a "hip holt" soon, it appears now as though June would take a fall from him in the present National Association June-October contest.

If you must handle the new corn that is now being shelled, better consign it and have it sold on its merits for immediate consumption, for it will not stand storage.

Now we have it, at last. The Board of Trade at Pilot Mound, Manitoba, has adopted a resolution asking the Dominion government to appoint a grain inspector in each town instead of only one at Winnipeg.

The Nebraska Grain Dealers' Association started south last week on a friendly visit to the king of the Mardi Gras. As ambassadors extraordinary of King Corn, King Rex will without doubt extend them a hearty welcome.

During the late wheat squeeze at St. Louis there was strong complaint by millers that the contract grade there, No. 2 Red, was intolerably mixed with hard wheats and passed by the inspectors. Perhaps the inspectors couldn't tell the difference and so "couldn't help it."

The annual meeting of the Grain Dealers' Union will be held at Johnson Hotel, Red Oak, Ia., early in March. The exact date will be announced by the Secretary by circular. Afternoon and evening sessions will be held, and every member is expected to be present.

The grain growers at Brandon, Man., are now growling because their wheat is mixed in transit and the English miller doesn't get it pure. This is touching. Perhaps if the grain growers of Brandon would haul fewer screenings to town with their wheat, the mixers would find it more difficult to get mixing stuffs and be forced to sell the wheat pure.

In spite of the Elkins law, which forbids discriminations, the Wisconsin Millers' Association, on January 21, found it advisable to adopt resolutions protesting that they are "informed, and for reasons believe, that a lower rate of freight is being given to a certain line of elevators" operating in that state than is given to millers, etc. This is a rather serious charge; but a permanent committee on rates and car

service was appointed by the association, in the hope of getting relief from this vicious as well as illegal form of competition.

The railroad rate war in the West and Southwest is putting unexpected money in the purses of grain dealers, and is particularly pleasant, no doubt, to dealers in Kansas or Nebraska, where previous high rates and car famines had made the dealer's life anything but a happy one.

It is the intention of the car equipment committee of the Grain Dealers' National Association to submit to the different railroads for their consideration models of grain doors. It is suggested that all persons who may have ideas or models for grain doors which they may wish presented should send working models to H. A. Foss, chairman, room 90, Board of Trade, Chicago.

It is said the farmer element in the Iowa legislature has "pooled its issues" and agreed to stand together for the legislation they want and stop what they don't want. This looks legitimate from their point of view; but this growing habit of the farmers and other classes to flock each by themselves simply because they are farmers, etc., is by no means a healthy condition in legislation.

It is intimated that Mr. Chamberlain is getting tired of his campaign for protection in England, and that he and the ministry are trying to get together to "drop it," and substitute a bounty on English and Colonial grown wheat for the proposed duty on foreign wheat—which is another way of "skinning the rabbit," but one, perhaps, not quite so expensive to the British consumer.

The first act of the new administration of the Chicago Board of Trade was to re-elect George F. Stone secretary and to increase his salary from \$7,000 to \$8,500 per annum, in recognition of twenty years of faithful and high-grade service. This graceful act was characteristic of this association which has never failed to recognize its obligation to its servants in the fullest sense and in the broadest manner.

The winter now coming to a close has again demonstrated the money value of a good grain dryer; but the remarkable thing is that country dealers who have ample means to erect dryers (for they are not expensive) and can get the grain to keep them at work, continue to handle the wet stuff and run all the risks, merely to forward the grain to the city man whose dryer is quite as profitable to him as many a paying gold mine.

The weather for the past thirty days, barring about a week, has been very favorable for corn, which has been grading rather better than it will hereafter and has been arriving in the East for export in good condition. Many central Illinois houses are still full of the stuff, however, finding it hard to get regular supplies of cars. This grain is morally certain to go wrong unless moved very soon; for having been winter-shelled it will certainly blacken and mold as soon as warmer weather arrives and hits it. Corn that has been left in the fields, where not actually on the ground, is probably in better con-

dition than this shelled stuff in the bins. At any rate, certain tests in Sangamon County of this kind of corn for seed showed that 90 per cent of it germinated.

It has been decided by the Grain Dealers' Union of S. W. Iowa and N. W. Missouri to hold a meeting at Mexico, Mo., on March 29 or 30 for the purpose of thoroughly organizing the grain trade in that state. An excellent program will be arranged for the afternoon and a banquet will be given in the evening. The speakers will be men who have had long experience in association work. The exact date will be announced later.

The member of the Chicago Board who addressed the co-operators at Lincoln the other day is quoted by the State Journal as saying he "wanted the farmers to ship to him because he was the only man on the Board that would give them fair treatment. He interspersed his lengthy remarks with some [other?] anecdotes that brought down the house." Wonder the Board's entertainment committee never puts him on for a stunt.

The new administration of the Chicago Board of Trade has appointed a special committee on the inspection system of Illinois, taking up the work where the former special committee, of which Mr. Slaughter was chairman, left off. Just at this time the wheat inspection is under criticism. But as the department is out of reach of any sort of ammunition the Board may fire except paper bullets, "it pursues," as a witty member said, "the even tenor of its unjust and inequitable way," just as though the Slaughter committee had never reported.

About the most tiresome thing in Canada at this moment is the everlasting wail of woe that one hears that the new grain elevator now being finished in Montreal harbor will "prove a huge disappointment." Why should it—if given half a chance by the authorities and its natural patrons to prove its usefulness? It has been built and equipped by one of the best engineering and constructing firms on the continent; it has a magnificent water front; and is to be managed by a man who has had abundant practical experience. There is no earthly reason for its proving any kind of a "disappointment," except a happy one. The Montreal pessimists who now have this elevator on their minds ought to take something and give the public a bit of quiet, at least until the house has been put on trial.

The verdict against Edwards, Wood & Co. of Minneapolis and Duluth, whatever its merits and whether sustained or not by the appellate court, will have been beneficial to the commission business in the Northwest, where there appears to have been some, though not much, buying in of their consignors' stuff by commission houses. This practice is bad, even when the purchase is made in entire good faith and for the benefit of the consignors; because it is a self-evident principle that no man can serve himself and his client disinterestedly in the one transaction; and the agreement of the commission houses with the Railroad Commissioners of Minnesota to live up strictly to the letter of the Grindeland law, however inconvenient and ex-

pensive that may be, will tend to restore any loss of the confidence the verdict may have created in the mind of the shipping public.

A Minnesota reader sends us an interesting and unusual clipping from a South Dakota paper which is reproduced in the department of "Communicated." The point of view is one that agitators, of course, never take when the question of "creating local competition in grain" is up for discussion by local merchants. "Commercial piracy" from their standpoint is an attack on their business—not an attack by them on that of the "other fellow." The banker's argument is so pertinent to many towns of the Northwest now-days that grain men could well use it in the campaign against local imbecility that is liable to break out in almost any unsuspected place.

The apparent immobility of Congress on the seed distribution question was shown the other day when Representative Shepherd of Texas made an effort to reform the system by striking out of the appropriation bill the item for the purchase of machinery for making the distribution. This was done with the help of the speaker; but subsequently the item was restored, only two men in the entire house voting with Mr. Shepherd against it. Mr. Shepherd aimed to have the distribution confined to rare and untried seeds only—a laudable reform; but, of course, Congressmen could not be expected to deprive themselves of this "cheap and nasty" means of remunerating their constituents with these little presents of worthless truck—at the public expense.

"National inspection of grain is again being agitated. A uniform system of grading grain, under the supervision of the federal government, has its attractive features," says Orange Judd Farmer. "But the greatest care must be observed in the framing and operation of such law, to prevent the inspection falling into the hands of cheap politicians. In such an important matter as preserving the integrity of impartial and accurate grading, there is no place for the henchmen of those with a 'pull' in politics." Good. And in view of the Farmer's erratic dicta on the grain business, it reminds one of the lawyer whom the court fined for contempt. "You are drunk, sir." "C'rect, yer (hic) hon'r—only c-rect decision I ever heard in (hic) thish court."

The exhibition of stubborn stupidity by the directors of the Board of Trade of Columbus, O., in the local grain inspection matter, illustrates most forcibly the evil results that may result from the interference of parties outside the grain trade in matters concerning that trade, of which they have no technical knowledge and in which they have no interest. The protest of the trade was sharp and ought to be sufficient to awaken the members of the Board to a sense of the gross insult put upon the grain committee and through them upon the grain trade, members of the Board. Shippers need not, however, worry about the situation this rank injustice of the directors has created. The grain receivers at Columbus are men who realize fully their responsibilities to shippers to that market, whose rights will be fully protected in any event; and

the trade may be sure that the inexplicable stand taken by the directors will be modified or else the trade at Columbus will assuredly bring about a radical change of system that will protect both themselves and their consignors.

The Michigan Millers' Association on January 20 appointed a committee to draft and advocate before the coming legislature the passage of laws providing for state grain inspection and permitting millers to issue grain certificates. No doubt the millers have thoroughly considered their wants in this line and see their way to remove the difficulties that would seem to surround such a dual purpose. The committee's bill will be looked for with interest.

The Minnesota farmers who the other day organized the Minnesota Farmers' Exchange turned a cold shoulder to the posing "farmer's friends" on the Chicago Board and the \$50,000,000 coöperative tail to their private commission business kites and also upon the Jimmy Butler-Vincent Kansas-Nebraska aggregation operating in the Southwest. This was depressing to their representatives, sent at great expense to St. Paul to show the Minnesotans the way to get rich quick. Have the Minnesotans also a favorite "farmer's friend" in the commission line?

In a recent case at Wichita, Kans. (R. I. Luniber and Mfg. Co. vs. Mo. Pac. Ry. Co.), the City Court held that the railway company's demurrage charge was unlawful, and this decision was not appealed from. The contention of the lumber company is, as to the time for unloading, the law implies a contract on the part of the freighter to unload within a reasonable time, dependent upon the nature of each transaction, and that if the freighter through his own negligence fails to so unload he is liable for damages in the nature of damages and not in a specific sum. (Authorities cited are 31 N. E. Rep. 343, etc.) It is expected, says the attorney for the plaintiff in the Wichita case in The Southwestern Grain Journal, that Kansas railroads will now change their bill of lading to fit the circumstances, being unable to collect demurrage under the old one.

With Produce Exchange seats selling (as one did about a week ago) for \$151, it is not surprising that the New Yorkers are anxious to broaden their market. King & Co. seem to think their plan, outlined on another page, will not prove what is expected of it, because there is no heading off "those with special rates" and because exporters and millers will not buy the inferior grades. Why not? They get them any way, if all complaints of inspection of grain to go East be justified. The tendency in all big markets that have been groaning for months under apparent manipulation is to broaden the contract grades. And that policy seems, at least to the onlooker, a good one, for it is getting back and closer to the actual stuff that goes to market from the farm and away from the present artificial contract grades that no longer reach market except from the bins of private elevators. If the grain markets are to be the victims of willful manipulation (which their behavior often suggests), the more the contract grades conform to the actual products of the farms, or what the inspectors say are the prod-

ucts of the farms, the safer operators and cash dealers are in their business.

The new "broad market" at New York is on trial on the Produce Exchange. Up to date Buffalo and Winnipeg, at least, welcome the change, Buffalo especially expecting for herself a probable large increase in option trading.

The fire losses for 1902 were something tremendous—away up in the nine-figure class. Which goes to remind us that if stock insurance companies were as studious to force the physical improvement of their risks as are the mutual companies, their losses, at least, would be greatly reduced. If the mutual companies can (and they do) give full protection for about 50 per cent of board rates, the board companies might at least approach that figure by the adoption of similar methods, with immense saving of wealth to the country at large. But the stock companies seem to find it easier to lift rates than the physical character of their risks.

The grain elevators in Baltimore, fortunately, escaped the general destruction of business property in the awful fire of February 7-9, these structures being located on the opposite side of the river. In so far, the members of the grain trade are to be congratulated, while at the same time the world's sympathy goes out to them along with the other sufferers in this tremendous and unexpected calamity. The writer remembers the prediction in some quarters, after the Chicago fire of 1871, that this city would not be rebuilt in twenty-five years; yet the core of Chicago, corresponding to Baltimore's "burnt district," was practically twice rebuilt within that period. So it will be at Baltimore. Calamity will not appall or discourage Baltimoreans any more than it did Chicagoans in 1871; and soon as human labor can do it, the world will see a new Baltimore far more glorious and prosperous than the old rising from the ashes of to-day.

The campaign against grain thieves in railroad yards is one that apparently has no end in sight. It certainly has no local habitation. It would be much more satisfactory to shippers and to those engaged in the work of catching the thieves, mostly boys, if the pursuit were entered into a little more heartily by railway yard authorities themselves. In Chicago, for example, some of the roads are thoroughly in earnest; and with men like L. M. Custy, chief of detectives of the Rock Island system, much good work is being done; but, unfortunately, not all of the roads entering Chicago feel equally keenly their responsibilities in this matter. At the same time, much depends also on the local justices of the peace, not all of whom are like Justice Callahan of South Chicago, who is proving an exception to the run of J. P.'s in the Calumet district, if not in Chicago as a whole, since too many of these courts seem to think it their especial duty to protect the juvenile thieves from the police and prosecution, and not the public from the thieves. Mr. Callahan's recent fines and commitments to the juvenile court are of the right sort, and doubtless will tend to have, as all such punishments of youths should have, a corrective as well as a punitive influence on the boys under arrest.

## TRADE NOTES

E. F. Wallace, who is in charge of The Wolf Co.'s offices at 506 Chamber of Commerce, Detroit, Mich., states that he is enjoying a good trade at the present time.

Nordyke & Marmon Co., of Indianapolis, Ind., are furnishing rope transmission and other power connections for the Oregon City Mfg. Co. of Oregon City, Ore.

Thomas Roberts of Springfield, Ohio, who manufactures the Victory Corn and Feed Mill, is meeting with a very satisfactory demand for his mill this season.

Lund, Rud & Company is one of the latest firms to engage in the business of grain elevator building in the Northwest. Both are experienced men in the business and joined forces in January. Their offices are at 313 S. Third street, Minneapolis, Minn.

C. A. Burks, the elevator broker of Decatur, Ill., is out with list No. 10 of desirable elevator properties that have been placed in his hands for sale. A great many houses are described and any one who contemplates buying an established grain business will do well to write Mr. Burks.

One of the most complete catalogues of grain elevator machinery and appliances, which has been sent out from the Northwest has just been issued by the Midland Machinery Co. of Minneapolis, Minn. It comprises almost 200 pages, is of convenient pocket size, and fully illustrated.

Pope & Eckhardt Co., grain receivers and commission merchants, 317-321 Western Union building, Chicago, are sending out a useful souvenir in the shape of a heavy glass paper weight. It is one of those extremely handy little things that every business man likes to have on his desk.

Jas. Kemp & Co., of Kankakee, Ill., makers of Kemp's Baling Presses, issue a catalogue that fully describes and illustrates this machine and shows it in operation under different conditions. This firm has been building presses for 25 years and the present machine is the outgrowth of wide experience.

Through an oversight, the handsome calendar of H. G. Morgan & Co., Pittsburg, Pa., was not mentioned last month. This is a hanger, 15x19½ inches, with a lithographed design in colors, showing the heads of two golden haired cherubs. The hanger is all but free from advertising, the firm's business card occupying a small space in one corner.

The demand for the Spear Envelopes, manufactured by the Heywood Mfg. Co., 412 N. Third street, Minneapolis, Minn., has increased steadily since this useful article was placed on the market. The trade finds these envelopes are the best for their purposes, as they may be fastened securely, and as they carry safely the delivery of the contents in good shape is assured.

Catalogue No. 57A of the Jeffrey Manufacturing Company, Columbus, Ohio, shows Jeffrey machinery for the saw mill, lumber and wood-working industries. While a major portion of the book, which contains 142 pages, is devoted to this line considerable space is given over to other machinery including some of the grain handling and conveying devices made by this company: Jeffrey elevator belts, buckets, boots and spiral conveyors are shown together with price lists and tables of dimensions.

Something new in the shape of a vest-pocket diary has been issued by the Mill Owners' Mutual Fire Insurance Co., of Des Moines, Iowa. The book is bound in black leather and the pages are gilt edged. In addition to being extremely handsome it is one of the most useful things that a busy man can have in his pocket. A receptacle for cards, a complete diary for 1904, an identification page, space for a monthly cash account, memorandum pages, tables of weights and measures, a list of principal cities and their population, rates of postage; in fact, a mass of information condensed into small

space, makes the little book a very desirable one. Accompanying the diary is booklet showing the financial condition of the Mill Owners' Mutual Fire Insurance Co. and giving such information about the affairs of the company as a seeker after good insurance would require.

### NEW ENGLAND GRAIN DEALERS.

The New England Grain Dealers' Association is now only about two months old, but it is already well organized and has a membership of about 130, which is growing daily. It has permanent quarters, an office of its own in room I, Chamber of Commerce building, Boston, and in addition to its president, vice-president, board of directors, etc., it has secured a permanent salaried corresponding secretary in the person of Hugh Hamlin of Boston.

At the last meeting of the board of directors Geo. F. Reed of Boston was elected to succeed Rodney J. Hardy, deceased, as director.

The first practical work the Association has undertaken has been to make an agreement with various fast freight lines for immediate adjustment of overcharges on grain, flour, feed, etc., shipped on fast freight line B/L's from various Western points.

The Association's request along this line met with immediate and satisfactory responses, with the result that the trade now has complete and unqualified arrangements with the following lines: Blue Line, Red Line, West Shore Line, R. W. & O. Line, Interstate Despatch, National Despatch; also all the lines running over the Pere Marquette R. R., which include six or seven routes working in connection with the Pere Marquette west of Buffalo.

A correspondent in this connection adds: "We also have qualified arrangements with most of the other of the various fast freight lines, and we certainly appreciate the willingness of the various railroad officials to put this feature of railroad detail onto a strictly business-like basis. In this connection we wish to impress upon various Western carload shippers the desirability in every way of obtaining regular fast freight line bills of lading for all of their shipments, as such bills of lading mean a great deal more to an Eastern buyer, especially one that is buying on a sight-draft basis, than does a local railroad bill of lading. There is chance for considerable reform in this respect with the larger Minneapolis mills which are in the habit of sending forward a good many of their shipments under local Minneapolis railroad receipts, stamped over with a rubber stamp and with the through rate, etc., inserted afterwards.

"The matter of adjustment of damage claims, etc., is also being given attention, and we hope in time to secure an improvement over present conditions, as the members of our Association now have a number of claims for shortage, damage, etc., a year or two old, which were originally put into the various fast freight lines with complete vouchers in every respect; such as Eastern delivery agent's notation of shortage, affidavit by the customer, etc. In spite of this, such claims are very slow in adjustment; and we feel there is no fundamental reason why a marked improvement cannot be made in this respect, as it is the intention of our Association to secure a complete list of those specially old claims through our various members, and by doing so we can ascertain in a pretty accurate way what fast freight lines are the worst offenders and take action accordingly."

The entire policy of the New England Association is for the peaceful solution of these various difficulties, and the response which it has had in the matter of settling railroad overcharges immediately, indicates that the railroad officials are willing to meet the Association more than half way when matters of this kind are brought before them for action.

It takes 120 days for sailing vessels to go from Australia to London. As most of the wheat then is shipped in sailing vessels, this means that it will require three months for the wheat now being shipped to reach London. Very little is forwarded in steamers which make the trip in seven weeks.

### FOREIGN TRADE IN GRAIN.

With a total value of \$878,479,451, the domestic exports of farm products [including grain] of the country reached a higher figure in the year ended June 30, 1903, than was ever reached in one year, excepting 1901, says Geo. K. Holmes, chief of the Division of Foreign Markets of the Agricultural Department's bureau of statistics. This amount is higher than the average of the preceding four years by \$17,441,636, and higher than the average of the next preceding five years (1893-97) by \$262,404,504.

The exports of farm products during the fiscal year named constituted 63.1 per cent of the total domestic exports.

The money value of the chief grain exports was as follows:

Grain—	1902.	1903.
Barley .....	\$ 3,995,303	\$ 4,662,544
Buckwheat .....	449,917	75,713
Corn .....	16,185,673	40,540,637
Oats .....	4,153,238	1,850,728
Rye .....	1,581,491	3,143,910
Wheat .....	112,875,222	87,795,104

Total grain .....	\$139,240,844	\$138,068,636
Grain products (meal and flour) .....	\$ 68,334,318	\$ 76,990,455
Mill feed, malt, brewery and distilling refuse..	2,387,125	2,517,919
Bread-stuff preparations	2,809,154	3,256,945

Grand total grain and grain products .....	\$212,401,238	\$221,495,086
Hay .....	\$ 1,550,657	\$ 1,909,951
Oil cake—		
Corn .....	164,056	95,568
Flaxseed .....	7,508,133	7,011,214
Corn Oil .....	1,769,370	1,467,493
Linseed Oil .....	68,617	98,116
Rice and Rice Products.	257,717	149,637
Grass Seeds .....	1,283,335	2,985,289

According to the Bureau of Statistics of the Department of Commerce and Labor the grain exports for the calendar year 1903 compared with 1902 in bushels were as follows:

	1902.	1903.
Barley .....	8,712,874	9,799,605
Buckwheat .....	239,203	31,702
Corn .....	18,723,960	91,732,780
Oats .....	5,968,653	1,494,857
Rye .....	4,855,263	2,758,900
Wheat .....	129,466,280	73,372,255

The United Kingdom was the heaviest buyer of corn in 1903 (35,966,782 bu.) and Germany next heaviest (18,764,611 bu.), Netherlands third (9,721,199 bu.) and British North America fourth (8,574,232 bu.).

The Philippines were the heaviest buyers of oats (460,677 bu.), British Africa next (382,798 bu.) and United Kingdom third (167,426 bu.).

The United Kingdom was the largest buyer of wheat (29,917,662 bu.) and of flour (10,126,356 bbls.); Germany was the next heaviest buyer of wheat (10,876,089 bu.), but Kongkong stood second as a flour buyer (1,381,104 bbls.), Japan third (1,351,757 bbls.) and Netherlands fourth (1,084,007 bbls.). Asia and Oceania took in 1903 9,378,749 bu. of wheat, the Netherlands 5,799,496 bu. and Belgium 6,430,352 bu.

A car of wheat was unloaded at Minneapolis on January 18 that contained 1,652.30 bushels of No. 1 Northern wheat.

A pitched battle was fought at St. Paul, Nebr., recently, in order to get possession of a grain car. One of the local dealers is said to have taken a car that had been set aside for the use of Taylor, and loaded it with grain. When the matter was reported to the railroad authorities, they ordered the section hands from several neighboring towns to dump the grain upon the ground and give the car to the first dealer. This they proceeded to do, but found the second dealer had barricaded inside the box car with a goodly supply of arms and munitions of war on hand. The section hands then beat a hasty retreat to the section house for a conference of war. In the meantime adherents of dealer No. 2 armed themselves, and a fusillade of shots soon began. The firing was kept up all night. When daylight came, some deputy sheriffs appeared and arrested Mr. Dealer, who was fined \$10.

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Feb. 6, 1904, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	391,000	1,219,000	145,000	190,000	
Boston	161,000	213,000	65,000		
Buffalo	11,503,000	55,000	255,000	397,000	1,303,000
do. afloat	121,000				
Chicago	2,903,000	2,457,000	1,174,000	219,000	351,000
do.					
Detroit	221,000	118,000	134,000	5,000	33,000
do. afloat					
Duluth	3,041,000	12,000	1,482,000	113,000	438,000
do. afloat					
Ft. William	2,569,000				
do. afloat					
Galveston	1,063,000	306,000			
do. afloat					
Indianapolis	167,000	72,000	30,000		
Kansas City	1,419,000	384,000	110,000		
Milwaukee	892,000	81,000	394,000	11,000	182,000
do. afloat					
Minneapolis	12,878,000	135,000	1,917,000	31,000	1,590,000
Montreal	42,000	165,000	62,000	1,000	55,000
New Orleans	855,000	555,000		15,000	
do. afloat					
New York	1,183,000	311,000	500,000	8,000	426,000
do. afloat					
Pearl	537,000	845,000	31,000		9,000
Philadelphia	73,000	419,000	83,000		
Port Arthur	1,262,000				
do. afloat					
St. Louis	5,027,000	123,000	95,000	19,000	15,000
do. afloat					
Toledo	238,000	564,000	963,000	22,000	1,000
do. afloat					
Toronto	39,000		7,000		
On Canal	152,000	155,000	35,000	17,000	69,000
On Lakes					
On Miss. River					
Grand Total	39,200,000	8,061,000	8,596,000	1,085,000	4,772,000
Corresponding date 1903	48,429,000	9,510,000	4,725,000	929,000	2,116,000
Weekly Inc.		871,000	150,000		
Weekly Dec.	560,000			105,000	114,000

## FLAX SEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 18 months ending with Jan. as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1903-04.	1902-03.	1903-04.	1902-03.
August	345,226	411,198	97,809	250,496
September	102,620	545,866	162,900	273,292
October	530,960	783,075	160,049	145,142
November	708,953	755,833	41,057	140,400
December	250,979	408,271	78,274	40,559
January	307,976	258,875	90,906	28,643
February	454,650		39,473	
March	282,200		46,323	
April	206,918		39,367	
May	91,800		46,375	
June	106,250		14,363	
July	234,981		23,491	
Total bushels	2,246,714	4,539,917	639,995	1,088,023

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Feb. 11, has been as follows:

JAN.	NO. 2* R.W.HWT	NO. 1, NO. 2 SP.WHT	NO. 2 CORN.	NO. 2 OATS.	NO. 2 RYE.	NO. N. W. FLAXSEED.					
	Low.	High.	Low.	High.	Low.	High.					
12...	82 1/2	87 1/2	82 1/2	83 1/2	44 1/2	44 1/2	37	37		1.03 1/2	1.03 1/2
13...	82 1/2	87 1/2	82 1/2	83 1/2	44 1/2	44 1/2	37	37			
14...	82 1/2	88	82 1/2	83 1/2	45	45	37 1/2	58	58		
15...	83	87 1/2	82 1/2	83 1/2	45 1/2	45 1/2	39	59	.98 1/2	.98 1/2	
16...	83 1/2	89 1/2	83 1/2	84 1/2	45 1/2	45 1/2	39	60	60	1.05	1.05
17...											
18...	84 1/2	90	84 1/2	85 1/2	46	46	39	39	60	60	1.06
19...	85	90	85	86	46 1/2	48	39 1/2	41	61	61	1.10
20...	86	92 1/2	86 1/2	88 1/2	46 1/2	46 1/2	39 1/2	61	61		
21...	86 1/2	92 1/2	86 1/2	88 1/2	46 1/2	46 1/2	60	60	1.12 1/2	1.12 1/2	
22...	86 1/2	91 1/2	86 1/2	87 1/2	15 1/2	15 1/2	45 1/2	61	61		
23...	89 1/2	92 1/2	86 1/2	87 1/2	46 1/2	46 1/2	39 1/2	39			
24...											
25...	88	93 1/2	85	88 1/2	46 1/2	46 1/2	39	39			
26...	86 1/2	91	83 1/2	86 1/2	46 1/2	46 1/2	60 1/2	60 1/2			
27...	88 1/2	91 1/2	85 1/2	87	46 1/2	46 1/2	39 1/2	60 1/2	80 1/2	1.19	1.19
28...	88	92 1/2	85 1/2	86 1/2	47 1/2	47 1/2	47 1/2	58			
29...	89 1/2	93 1/2	87	88 1/2	47 1/2	47 1/2	47 1/2	61	61	1.15	1.15
30...	88 1/2	92 1/2	86 1/2	87 1/2	47 1/2	47 1/2	47 1/2	61			
31...											
Feb. -	88 1/2	93 1/2	86	87 1/2	46	46	41	41	61	61 1/2	1.15
1...	88 1/2	93 1/2	87 1/2	88 1/2	47 1/2	47 1/2	41 1/2	60	60		
2...	90 1/2	93 1/2	87 1/2	88 1/2	47 1/2	47 1/2	41 1/2	61	61		
3...	91	96	88 1/2	90 1/2	51	51	42	42 1/2	61	61	
4...	93	97 1/2	88	93	52 1/2	52 1/2	42				
5...	92 1/2	98	90 1/2	93	52 1/2	52 1/2	45 1/2				
6...	92 1/2	97 1/2	90 1/2	92 1/2	50 1/2	50 1/2	41				
7...	93	97	93 1/2	95	49	49	39 1/2	40	56	56	1.16 1/2
8...	93 1/2	97 1/2	91 1/2	92 1/2	50	50	39 1/2	50	61	61	1.17
9...	93 1/2	97 1/2	91 1/2	92 1/2	50	50	39 1/2	50	61	61	1.17
10...	93 1/2	98	91 1/2	94	49 1/2	49 1/2	40	64	64	64	
11...											

During the week ending January 15, prime contract timothy seed sold at \$3.00 per cental; prime contract clover seed at \$11.35@11.50; Hungarian at \$1.50@1.70; German millet at \$0.90@1.25; buckwheat at \$1.20@1.35 per 100 pounds.

During the week ending January 22, prime contract timothy seed sold at \$3.00@3.10 per cental; prime contract clover seed at \$11.25@11.40; Hungarian at \$1.50@

## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

The new elevator of R. C. Cox & Sons at Cora, Ill., has been completed.

The new farmers' elevator at Bearsdale, Ill., is now receiving grain.

John Cash has sold his elevator at Stewardson, Ill., to E. E. Herron.

J. A. Ellis has purchased T. A. Grier & Co.'s elevator at Deer Creek, Ill.

The Farmers' Elevator at Findlay, Ill., has been completed and started up.

The Rock Island A and B elevators at Chicago have been reopened for business.

Frank Beatty has sold his grain and feed business at Waverly, Ill., to H. E. Ensley.

The National Grain Elevator Co. has completed its new office building at Newman, Ill.

A. A. Armitage & Son's new elevator at Buckingham, Ill., has been opened for business.

Corn crushing machinery has been installed in the F. M. B. A. Elevator at St. Jacob, Ill.

The new farmers' elevator at Morton, Ill., is finished and the machinery has been installed.

John Collins has traded his elevator at Tuscola, Ill., for a thousand acres of land in Tennessee.

The elevator at New Berlin, Ill., which was slightly damaged by fire on February 2, has been repaired.

Bartlett, Frazier & Carrington of Chicago will build a 20,000-bushel grain elevator at Sycamore, Ill.

The Illiopolis Farmers' Grain Co. has been incorporated at Illiopolis, Ill., with a capital of \$10,000.

A. H. Davison has disposed of his grain and merchandise business at Smithshire, Ill., to C. C. Birdsell.

McElroy & Treadway of Arenzville, Ill., will equip their elevator with an improved Hall Distributor.

An independent elevator company is being organized at Ivesdale, Ill., to buy or build an elevator at that point.

Fred Moberly of Mt. Auburn, Ill., has sold a one-half interest in his elevator to J. W. Turner of Boody, Ill.

Best & Wakefield's elevator at Princeville, Ill., has been started up under the management of G. W. Wakefield.

Henry Mooney of Philo, Ill., will remove to Villa Grove, Ill., build an elevator and engage in the grain business.

W. W. Day has sold his elevator, lumber yard and residence at Monica, Ill., to Chas. Gelling and Henry McManus.

The Hendee Elevator at Table Grove, Ill., which was destroyed by fire a short time ago, will be rebuilt this spring.

A company is being organized among the farmers of Grundy County for the erection of a co-operative elevator at Morris, Ill.

The Mt. Pulaski Farmers' Grain & Elevator Co. of Mt. Pulaski, Ill., has increased its capital stock from \$7,000 to \$11,000.

It is announced that the recently chartered Farmers' Elevator Co. of Ludlow, Ill., will erect a 50,000-bushel grain elevator.

The Saunemin Elevator Co., which operates an elevator at Scovel, Ill., is making arrangements to erect elevators at Saunemin and Eylar, Ill.

It is stated that the People's Traction Co. of Abingdon, Ill., will erect a new grain elevator about two and a half miles south of that place.

G. W. Miller of Long Point, Ill., has acquired R. W. Thorp's interest in the Farmers' Elevator at Wapella, Ill., and will have charge as manager.

The two elevators at Hudson, Ill., are reported to have 60,000 bushels of corn in storage and are unable to secure cars in which to make shipments.

Two elevators are reported in course of construction at Penrose, Ill. One is being built for Armour & Co., and one for a local organization of farmers.

The Atlanta Grain, Lumber & Coal Co. of Atlanta, Ill., will increase its capital stock to \$5,000 and amend its charter so as to permit it to handle agricultural implements.

Charles E. Johnson, who recently purchased the interest of his partner, E. J. Currier, in the Elliott Elevator at Sterling, Ill., has since sold a one-half interest to W. H. Harrison. The new firm will

deal in grain, feed, etc., under the style of Johnson & Harrison.

The Calumet & Western Elevator Co., incorporated under the laws of New Jersey with a capital of \$300,000, has been incorporated in Illinois with a capital stock of \$30,000.

It is proposed by farmers of Swygert, Ill., and vicinity to build elevators at Swygert and Rugby, Ill., if they are unable to purchase the elevator at the first named place.

The grain elevator at Osco, Ill., owned by Samuelson & Anderson, was sold at public auction recently for the purpose of settling an estate. George H. Johnson was the purchaser.

H. & C. Oakes of Bluffs, Ill., will build a 40,000-bushel elevator at Riggston, Ill., as soon as the weather will permit. The Younglove & Boggess Co. of Mason City, Iowa, has the contract.

A charter has been granted to the Farmers' Grain, Live Stock & Co-operative Co. of Hermon, Ill. The capital stock is \$1,000 and the incorporators are John Bivans, W. A. Bogan and William McElrea.

N. D. Mansfield, who recently purchased the Ulrich Elevator at Illiopolis, Ill., has sold a one-half interest to William Close. The house will be operated under the firm name of Mansfield & Close.

The Farmers' Grain & Supply Co. has been chartered at Kinsman, Ill., with a capital of \$8,000 to deal in grain and building material. W. F. Baker, W. D. Lindsay and W. E. Conniss are the incorporators.

Nearly \$10,000 has been subscribed by the farmers of Weston and Chenoa, Ill., towards the erection of a co-operative elevator at the first named place. A company has been formed and officers elected.

Work on the new Farmers' Elevator at Sidney, Ill., is progressing. The elevator will be 36 feet in height and will cost about \$7,500. A 12-horsepower gasoline engine will be used to operate the machinery.

Lageschulte Bros., dealers in feed, grain, coal and lumber, at Barrington, Ill., have dissolved partnership. H. J. Lageschulte and his son will continue the business under the style of H. J. Lageschulte & Co.

The Glucose Sugar Refining Co. has rebuilt its burned plant at Taylor street and the Chicago River, Chicago, and it commenced operation in all departments the middle of February. The plant consumes 30,000 bushels of corn daily.

C. R. Aden & Co. have purchased the site on the C. & A. Railway at Carlinville, Ill., formerly occupied by J. N. Hairgrove's elevator, which burned a few months ago, and will erect a new elevator with a capacity of 15,000 bushels.

J. B. Walton & Sons, operating elevators at Urbana, Mayview and Thomasboro, Ill., will build an elevator in the new town of Royal, Champaign County, Ill. A. A. Funk, formerly manager for the Zorn Grain Co., will have charge.

The Winnebago Produce & Supply Co. of Winnebago, Ill., has increased its capital stock from \$5,000 to \$10,000. The present officers of the company are William McGrathy, president; James McNair, secretary, and W. H. Randerson, manager.

R. G. & C. H. Risser have opened the unused elevator owned by them at the Three-I Railroad, Kankakee, Ill. It has a capacity of about 15,000 bushels and is put in operation to accommodate the large offerings of corn now being made at that point.

At the annual meeting of the Kewanee Grain Elevator Co., Kewanee, Ill., the following officers were elected: Geo. A. Anthony, president, and F. E. Terry, secretary-treasurer. The company owns the elevator buildings which are leased to M. C. Quinn.

William Murray of Champaign, Ill., who recently completed a 50,000-bushel elevator at White Heath, Ill., has purchased J. C. Flanigan's elevator and now controls the grain trade at that point. The Flanigan Elevator will be rebuilt and will be used principally for oats.

A company is being organized among the farmers between Magnet and Mattoon, Ill., with the view of building a co-operative elevator at one of the points above named. The farmers have an option on the Morris Elevator at Magnet, Ill., and may decide to purchase it instead of building.

### WESTERN.

The Farmers' Grain & Supply Co.'s elevator at Davenport, Wash., has been completed.

The Falls City Mill & Feed Co. has incorporated at Spokane, Wash., to carry on a general merchandise, grain and produce business. The incorporation is to run 25 years. Henry P. Glass, J. Grant Strawn and C. D. Francis are the trustees.

The Farmers' Grain & Supply Co. has decided either to build or buy a warehouse at Spangle, Wash., and to build both a warehouse and elevator at Cheney, Wash., unless suitable structures can be

purchased. Sufficient stock has been subscribed at both points.

Of wheat handled by the mill and warehouses at Odessa, Wash., during the past season, the Odessa Milling Co. handled 230,000 bushels, the Farmers' Warehouse Co. 160,000 bushels, the Orondo Shipping Co. 160,000 bushels, and the Seattle Grain Co. 100,000 bushels.

### IOWA.

G. S. Stewart & Co. will erect a grain elevator at Pleasantville, Iowa.

A farmers' elevator is to be built at Palmer, Iowa, in the spring.

G. W. Tudor succeeds C. N. Hibbs in the grain trade at Lacey, Iowa.

Hulshizer & Co. of Hamburg, Iowa, will equip their new house with an improved Hall Distributor.

The Reliance Elevator Co. has closed its elevator at Crystal Lake, Iowa. It will not be reopened until next harvest.

The Brooklyn Lumber & Grain Co. has been organized at Brooklyn, Iowa, with a capital of \$25,000. Albert Davidson is president and H. C. Light, secretary.

The Bronson Lumber & Coal Co., a new corporation of Bronson, Iowa, will build an elevator at that point in the near future. The company is composed of local farmers. H. H. Onstot is secretary.

The recently organized Farmers' Elevator Co. at Boone, Iowa, is making arrangements for the erection of a 15,000-bushel elevator. It is the intention to build after the same style as the new Crooks Elevator at Kelley, Iowa.

De Wolf & Wells of Laurens, Iowa, who a short time ago purchased the line of six elevators on the Minneapolis & St. Louis Railway, owned by P. M. Ingold, have opened their general office at Spencer, Iowa. The firm also owns four houses on the C. M. & St. P. Railway.

The Nebraska Elevator Co. is planning to build a large cleaning and storage elevator on the right-of-way of both the Rock Island and Union Pacific railroads in Council Bluffs, Iowa. Final arrangements as to the size, location, etc., have not yet been made, but the elevator will probably be built after the plan of the large Minneapolis houses, with steel storage tanks. The company has 26 elevators on the lines of the Union Pacific and Rock Island.

### MINNESOTA AND WISCONSIN.

A farmers' elevator will be built at Morgan, Minn.

The Osborne-McMillan Elevator Co. will build an elevator at Otter Tail, Minn.

A modern elevator will probably be built at Glenwood, Wis., in the near future.

The Canadian Elevator Co. has put up a flour and feed warehouse at Warroad, Minn.

The Amenia Elevator Co. has succeeded the Crescent Elevator Co. at Duluth, Minn.

The National Elevator Co. has closed its house at Eagle Bend, Minn., for the season.

Richards, Graves & Roberts, grain dealers at Oregon, Wis., have dissolved partnership.

L. Schnell of St. Charles, Minn., has installed an improved Hall Distributor in his new elevator at that place.

The Farmers' Elevator Co. of Truman, Minn., will build an addition to its elevator and handle flour and feed.

The S. Y. Hyde Elevator Co. has bought the elevator at Montgomery, Minn., formerly owned by the Sheffield-King Milling Co.

The Farmers' Elevator Co. at Faribault, Minn., at its annual meeting held recently elected Theo. Thom president and J. L. O'Brien secretary.

The Northern Grain Co. has leased a cold storage plant at Manitowoc, Wis., and will buy and ship poultry in connection with its grain business.

A company composed of farmers and business men at Seaford, Minn., is being organized to buy and operate the Western Elevator Co.'s house.

The Prairie Elevator Co. has completed its 35,000-bushel elevator at Otter Tail, Minn., and is building a coal shed for the purpose of handling fuel.

The Rialto Elevator Co. of Milwaukee, Wis., has amended its articles of incorporation increasing its capital stock to \$300,000. The number of directors were also increased.

At the annual meeting of the Waseca County Farmers' Elevator and Mercantile Association, held at Waseca, Minn., on January 19 James Byron was elected president and J. W. Conway secretary. W. H. Roesler was retained as manager.

At the annual meeting of the Ellendale Farmers' Elevator Co. of Ellendale, Minn., which was organized last year, and which has been making efforts to secure a site and erect an elevator, it was unanimously voted to continue the project. The officers were instructed to proceed with the erection of an

elevator as soon as the frost is out of the ground, provided a site is secured.

The Benson Grain Co. has made preparations to close its grain elevators at Avoca, Woodstock and Slayton, Minn., for the season. The houses at Hadley and Jeffers are already closed.

A farmers' elevator will be constructed at Hancock, Minn. The capital stock of the concern is placed at \$5,000, to be divided into shares of \$25 each, and no stockholder will be allowed to hold more than four shares.

The Interstate Elevator Co. has made arrangements for the rebuilding of its elevator at Evansville, Minn., which was burned on January 13. The Midland Machinery Co. of Minneapolis will furnish the machinery equipment.

An electric motor has been installed in the farmers' elevator at Faribault, Minn., to furnish motive power. The 10-horsepower gasoline engine, heretofore used, has been sold to Rademacher & Young of New Market, Minn., who will use it to operate a feed mill.

Articles of incorporation have been filed by the Farmers' Elevator Co. of Barrett, Minn., with a capital stock of \$10,000. The incorporators are as follows: R. Johnson, J. K. Lee, O. K. Alvstad, P. P. Thune, A. H. Auderson, A. J. Johnson, N. P. Setlund and E. J. Newman.

The Hubbard & Palmer Co. of Mankato, Minn., has purchased from E. D. Davis the old mill and elevator at Kasota, Minn., and will use them for grain storage purposes. Neither the mill nor the elevator has been in use for a long time and it is not the intention of the new owners to start them up. A side track will be built to the plant.

The Calumet Grain Co. is building a new elevator and power house at Minneapolis, Minn., which will cost when completed about \$75,000. The elevator proper is 56x84 feet in dimensions and 150 feet high. It is of frame construction, metal-clad and will have a storage capacity of 225,000 bushels. The power house will be 56x62 feet and 24 feet high, of fireproof construction. It will have a battery of three boilers and be capable of furnishing 350-horsepower. It will also contain an electric light plant. The elevator will be ready for business about March 1.

#### MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator is in contemplation at Nelson, Nebr.

A farmers' elevator company has been formed at Rogers, Nebr.

Railback Bros. have completed their elevator at Malmo, Nebr.

Halton Bros. have bought the Delaney Elevator at Angus, Nebr.

A farmers' elevator will be built at Memphis, Nebr., in the spring.

A Mr. Berry succeeds J. B. Wuenster in the grain business at Home, Kans.

The new farmers' elevator at Haviland, Kans., has been opened for business.

The Ewart-Wilkinson Grain Co. has reopened its elevator at Verona, Nebr.

L. K. Butts of Kingman, Kans., has bought the grain elevator at Basil, Kans.

W. H. Moore has installed a new gasoline engine in his elevator at Oneida, Kans.

L. E. Plumer is reported to contemplate building an elevator at Burlington, Nebr.

The Duff Grain Co. has completed its new grain drying plant at Nebraska City, Nebr.

The Tyler Milling Co. is erecting a 50,000-bushel metal-clad elevator at Junction City, Kans.

J. W. Bailey and George Coryell have leased the Bartling Grain Co.'s elevator at Brock, Nebr.

The Howard County Farmers' Association contemplates building an elevator at St. Paul, Nebr.

A co-operative elevator may be built at Elgin, Nebr., by the farmers of that place and vicinity.

The Barry-Wehmiller Machinery Co. of St. Louis, Mo., has purchased an improved Hall Distributor.

Duncan Bros. have sold their elevator at Roseland, Nebr., to the J. M. Sewell Co. of Hastings, Nebr.

The new 20,000-bushel elevator of the Platte Valley Milling Co. at Gothenburg, Nebr., is nearly completed.

J. H. Kinnean has secured a site and will build an elevator on the Rock Island right-of-way at Powhattan, Kans.

Plans are being prepared for the erection of an elevator and warehouse at Kansas City, Mo., for the Russell Grain Co.

A. W. Schenberger is remodeling his elevator at Wakefield, Kans. A rope drive will be installed and a Hall Distributor. P. H. Pelkey has the con-

tract for doing the work and furnishing the machinery.

The Walnut Creek Milling Co. of Great Bend, Kans., has installed feed grinding machinery in its elevator at Dundee, Kans.

Rankin Bros. have completed the addition to their elevator at Cambridge, Nebr. A 500-bushel hopper scale has been installed.

A feed mill for Winfield & Hodgson is being put up in Wichita, Kans. P. H. Pelkey is furnishing the machinery and doing the work.

The Arapahoe, Nebr., branch of the Farmers' Co-operative Grain & Live Stock Association has asked for a side track to its elevator.

The Westbrook-Gibbons Grain Co. of Omaha, Nebr., has installed an improved Hall Distributor in its elevator at St. Edwards, Nebr.

It is reported that Harry Landa, of the Landa Roller Mills, New Braunfels, Texas, will build a 1,000,000-bushels elevator in the east bottoms at Kansas City.

The Farmers' Co-operative Shipping Association of Kansas City, Mo., has awarded the contract for a modern 10,000-bushel elevator to P. H. Pelkey of Wichita, Kans.

Robert Bailey has purchased the Hutchinson Grain and Feed Co.'s elevator at Hutchinson, Kans., and will continue the business. Possession was given February 1.

The Farmers' Co-operative Shipping Association of Havelock, Nebr., has been unable to secure an elevator on satisfactory terms and will do a scooping business at that station.

A company has been formed at Ericson, Nebr., to build a 15,000-bushel co-operative elevator. The officers are: President, E. Brown; secretary, F. G. Ball, and treasurer, Erastus Irving. Work will be commenced as soon as the weather will permit.

#### SOUTHERN AND SOUTHWESTERN.

A grain warehouse has been opened at Wartrace, Tenn.

A large grain elevator will be erected at Frisco, Texas.

E. J. Blount succeeds to the grain business of E. J. Blount & Co. at Timpson, Texas.

The Canadian Mill & Elevator Co. of El Reno, Okla., has increased its capital stock from \$60,000 to \$200,000.

Taylor & Co. of Union City, Tenn., dealers in grain, hay and feedstuffs, have incorporated with a capital of \$25,000.

J. C. Robb, of Kingfisher, Okla., is making arrangements for the erection of a 200,000-bushel elevator at Guthrie, Okla.

The Armstrong Grain & Investment Co. has opened an office and warehouse at Houston, Texas, to handle grain feedstuffs, etc.

C. L. Spencer, who recently sold his grain business at Newberne, N. C., has removed to Charlotte, N. C., and opened a grain and seed store.

The Nashville Warehouse & Elevator Co. will erect a new elevator, doubling the capacity of its plant at Nashville, Tenn. The improvement will cost \$40,000.

E. T. Oliver of Bedford City, Va., who purchased the Farina Roller Mills at Raleigh, N. C., from W. De Rundau, will increase the capacity of the plant and erect a large grain elevator.

The premises of the Birmingham Grain Co., Birmingham, Ala., which were badly damaged by fire on December 24, are being rebuilt and the concern will in the near future occupy its old quarters.

The Clarksville Mill & Elevator Co. of Clarksville, Ark., has filed articles of incorporation. The capital stock is \$15,000. R. D. Dunlap is president, Samuel Laser vice-president, E. S. Meyer secretary, and A. N. Ragan treasurer.

The Linze-Goodwin Grain Co. has been incorporated at Hobart, Okla., with a capital stock of \$20,000. The incorporators are: E. H. Linze, of Hobart, Okla.; C. W. Goodwin, of Clinton, Okla., and G. D. Warsing, of Greenview, Ill. It is stated that a number of elevators will be built this spring.

#### THE DAKOTAS.

A farmers' elevator will be built at Jessie, N. D.

At De Smet, S. D., a farmers' elevator company is being formed.

George Kusler has bought Reagan & Hooper's elevator at Artas, S. D.

Six elevators are said to be in course of construction at Mohall, N. D.

Farmers in the vicinity of Twin Brooks, S. D., are organizing a company to put up an elevator at that point.

P. H. Murray has disposed of his business interests at Murdock, Minn., and will build an elevator on the Northern Pacific Railway in North Dakota

at a point about five miles west of Wahpeton, that state.

Mills Bros. succeed to the grain business of Chester M. Mills at Hermosa, S. D.

Colman, S. D., is said to have prospects for two elevators to be built this spring.

Daniel O'Leary and J. C. Cahill will build a modern elevator at Albee, S. D., in the spring.

The Monarch Elevator Co. will rebuild its elevator at Drayton, N. D., which was burned a short time ago.

Pinkerton & Mariner have sold their elevator at Northville, S. D., to the Sleepy Eye Milling Co. of Sleepy Eye, Minn.

A farmers' elevator company has been organized at Wakonda, S. D. C. J. Wagner is secretary. An elevator will be built.

An independent elevator will be built at Flaxton, N. D., during the coming summer. There are three elevators and a track buyer at Flaxton now.

Two elevators are reported to be in prospect at Eldridge, N. D. One is to be built by the Occidental Elevator Co., and the other by local farmers.

O. A. Carpenter of Sioux Falls, S. D., will, it is stated, erect an elevator at Colton, S. D., as soon as the proposed railroad between the two places is built.

William and Charles Corcoran have purchased Larkin & Thompson's elevator at Flandreau, S. D., and will continue the business. Charles Corcoran will act as manager.

A farmers' elevator company is in process of formation at Howard, S. D., and vicinity. If one of the present elevators at that point can be purchased a new elevator will not be built, otherwise it will.

The Co-operative Elevator Co. is the name of a new organization composed of farmers which has been formed at Webster, S. D. The capital stock is \$4,000. C. E. Anderson is secretary. An elevator will be built as soon as a site is secured.

The annual meeting of the Farmers' Elevator Co. of Mayville, N. D., was held on January 23. The officers elected were: O. C. Hauan, president; O. O. Jordet, vice-president; A. A. Skarperud, secretary; J. C. Leum, treasurer. John Christopherson continues as manager.

#### OHIO, INDIANA AND MICHIGAN.

The grain firm of William Dickman & Son at Celina, Ohio, has been dissolved.

T. W. Brooks has bought the grain elevator and residence of J. S. Harshman at Enon, Ohio.

Smith Bros. succeed F. B. Nims & Co. in the ownership in the grain elevator at Lake Odessa, Mich.

J. L. Simons, of Muncie, Ind., has purchased the elevator at Gaston, Ind., from Carter Bros. and will remove to that place.

Bert Miller has sold his one-third interest in the grain business of Blue & Co. at Flora, Ind., to O. L. Landis and D. J. McCain.

The owners of the elevator at Perrysburg, Ohio, have leased M. R. Gorrell's elevator at Luckey, Ohio, and will continue to operate it.

Humiston & Chandler is the style of the new firm which has succeeded E. S. Tuttle in the grain and coal business at Norwalk, Ohio.

A. K. Zinn of Galesburg, Mich., and George E. Little of Richmond, Mich., have purchased the J. L. Sebring Elevator at Kalamazoo, Mich., and will convert it into a flour mill.

M. E. Burke, B. F. Sage, W. E. Denman, James B. Guthery and E. M. Rizor, all of Larue, Ohio, are the incorporators of the Larue Grain & Elevator Co., capitalized at \$12,000.

U. G. Hagey & Co. have sold their grain elevator on the Wabash Railroad at North Liberty, Ind., to Edwin and Melvin L. Steele, who will continue the business under the style of Steele Bros.

The Nading Mill & Grain Co. has filed articles of incorporation at Shelbyville, Ind. The capital stock is \$80,000. William Nading, Charles W. Billingsley and Mary N. Nading are the directors.

Frank Plice, formerly owner of the elevator at Nankin, Ohio, and since that time a resident of Polk, Ohio, has purchased an elevator at Carlisle, Ohio, and will remove to that place about April 1.

The Pioneer Elevator Co., of Pioneer, Williams County, Ohio, has incorporated with a capital of \$10,000. M. T. Hodson, T. L. Converse, M. E. Bigbee, J. F. Hanna and J. A. Grant are the incorporators.

At the stockholders' meeting of the Interstate Grain & Storage Co., held at Toledo, Ohio, on January 26, the following officers were elected: A. Menzel, president; Isaac Harter, vice-president, and W. F. Day, secretary-treasurer. The board of directors

chosen includes the officers and Henry W. Harter, J. E. Brown, Isaac Harter, Jr., and L. A. Mennel.

W. L. Skinner, owner of elevators at Powers, Redkey and Dunkirk, Ind., has purchased a site at Pennville, Ind., and will erect a modern elevator. It will contain a double driveway, with two dumps, and will be lighted by electricity.

The firm of H. G. Stanley & Sons, Beloit, Ohio, has been dissolved. H. T. and A. J. Stanley will continue the flour, feed and grain business under the firm name of H. T. Stanley & Son, and Ira Stanley will conduct the lumber business.

A. T. Roudebush has purchased the interests of G. W. Sullenberger in the grain business of Sullenberger & White at Hamilton, Ohio, and the sawmill at Oxford, Ohio. The business will be conducted under the firm name of White & Roudebush.

The elevator at Lapeer, Mich., owned by E. C. Roberts and occupied by R. G. Hart, which burned on December 26, will not be rebuilt. It is said, however, that either the Michigan Central or the Grand Trunk Railway may erect a new elevator at Lapeer.

The Allen & Wheeler Co. has been chartered at Troy, Ohio, to deal in grain, etc. The capital stock is \$160,000, and the incorporators are: Thomas B. Wheeler, Henry M. Allen, Horace Allen, E. N. Kincaid, H. L. Penn, L. A. Wheeler, Alonzo J. Young and H. S. Thompson.

A transfer of the Lake Shore Elevator at Auhurn, Ind., formerly operated by the late L. J. Miller and subsequently by the L. J. Miller Grain Co., has been made to T. L. and H. C. Hoodlemier, who will continue the business. The firm of Hoodlemier Bros. will deal in grain, hay and feed.

#### EASTERN.

C. H. Webber has opened a grain store at Kennebunk, Me.

Michael Keaveney has started up a grain and fuel store at Haverhill, Mass.

The Walkersville Elevator Co. of Walkersville, Md., has sold its grain and coal business.

The Grange Co-operative Association has opened a grain store in South Gardner, Mass., with Herbert Smith in charge.

Frank Wentworth and Charles G. Gowen have hopped out the grain business of Brackett & Dalton at Springvale, Me.

A charter has been granted to the Somerville Grain Co. of Somerville, Mass. The company is capitalized at \$5,000. Frank H. Fitts is president.

The Annis Flour & Grain Co. is adding another story to its building at Manchester, N. H. The erection of a new shed for storage purposes is contemplated.

T. George has purchased the grain and flour business at South Ryegate, Vt. from Everett Forsyth of Topsham, Vt. Mr. George has been in charge of the business as manager for some time.

The Newark Grain & Hay Co. has been incorporated at Newark, N. J., with a capital stock of \$50,000 to deal in grain and hay. The incorporators are: Alexander Gilland, Jr., William Cooper and George W. Campbell.

The D. L. Marshall Co. has been chartered at Boston, Mass., with a capital of \$5,000 to deal in flour, feed and grain. The officers are: President, Dwight L. Marshall; treasurer, George F. Nash; clerk, Charles E. Marshall.

The firm of C. W. Crippen & Son, liverymen and grain dealers at Fair Haven, Conn., has been dissolved by mutual consent. C. W. Crippen will continue the livery business and W. C. Crippen will conduct the grain and feed store.

Articles of incorporation have been filed by the H. K. Webster Co., Lawrence, Mass., to deal in flour and grain. The capital stock is \$60,000 and the incorporators are: H. K. Webster, D. K. Webster, Albert S. Watson and Frank M. Victor.

The Electric Grain Elevator Co. of Buffalo, N. Y., recently elected the following directors: O. M. Mitchell, Montclair, N. J.; Yale Kneeland, New York; A. Miller, New York; E. W. Eames, Buffalo, N. Y., and Franklin E. Kneeland, New York.

#### CANADIAN.

Work on the new Canadian Northern Elevator at Port Arthur, Ont., is progressing favorably.

W. J. Morse has admitted W. H. Benson to a partnership in his grain business at Chetham, Ont.

The annex to King's Elevator at Port Arthur, Ont., has been completed and opened for business.

Fire at Burlington, Ont., recently destroyed the grain warehouse of W. Kerns & Co., general and grain merchants.

The premises of Holmes & Christie, Ottawa, Ont., dealers in groceries, flour and grain, were recently damaged by fire.

The Crown Grain Co. has completed its new 250,000-bushel cleaning elevator at Winnipeg, Man. W. S. Cleveland was the builder, the machinery

being supplied by the Midland Machinery Co. of Minneapolis.

Tenders for the construction of the elevator at Fort William, Ont., for the Ogilvie Flour Mills Co., Ltd., were closed on February 5.

The grain and flour firm of C. G. Racicot & Co., St. Hyacinthe, Que., has been dissolved. The business is continued by C. G. Racicot.

W. Gibbins & Co., Winnipeg, Man., has incorporated under the Joint Stock Company's Act to do a general grain and elevator business.

It is rumored that the Canadian Pacific Railway will still further increase the capacity of its elevator at Port Arthur, Ont., by the addition of 18 storage tanks, giving a total capacity of 1,500,000 bushels.

The Minneapolis Steel & Machinery Co. of Minneapolis, Minn., has recently shipped several carloads of machinery for the large elevator which the Barnett & Record Co. is building at Port Arthur, Ont.

W. J. Bettingen, president of the Imperial Elevator Co. of Winnipeg, Man., accompanied by M. S. Boyd and C. H. Hammerton, directors, recently made a trip through the Canadian West to inspect the company's line of 42 elevators and to select sites for several new houses to be built during the coming season.

The Canadian Northern Railway has received requisitions from various companies for the erection of five grain elevators at Edmonton, Man. The houses will range from 40,000 to 50,000 bushels' capacity. The Canadian Northern will build new yards at Edmonton and will put in tracks so the elevators will be in a position to take grain next fall.

Jeremiah Nehin, an experienced elevator man of Buffalo, N. Y., has been engaged by the Montreal Harbor Commission to take the management of the new 1,000,000-bushel elevator at Montreal, which will be put in operation at the opening of navigation this spring. Mr. Nehin will superintend the placing of the machinery and the work of preparing the house for business.

The Canadian Pacific Railway Co. is planning to change the motive power of its elevators at Port Arthur and Fort William, Ont., from steam to electricity. The electrical plant will be stationed at Fort William and sufficient power generated to furnish the elevators at Port Arthur with the necessary current. It is said that the improvements will involve an expenditure of at least \$500,000.

Arthur Atkinson, a grain merchant of Winnipeg, Man., has reorganized his business under the firm name of A. Atkinson & Co. The other members of the firm are W. H. Atkinson of Deloraine, Man., and Thomas Coulter. In addition to doing a general grain business the firm will look after the interests of the Atkinson portable steel grain tanks and the Atkinson portable grain elevators of which it controls the patents.

The Montreal Harbor Board has decided to erect a tower at each end of the new elevator in Montreal harbor. They will be placed on the shore wharf and used for conveying the grain from the barges into the elevator, thence into the steamers. It is expected that all the machinery will be regularly installed by March 15 and the elevator will be ready for operation two or three weeks later. All the electrical equipment, with the exception of the motors, is already installed.

The Canadian Elevator Co. of Winnipeg, Man., will, it is announced, build at Port Arthur, Ont., one of the largest grain elevators in the world. Arrangements have already been made with the Canadian Pacific and Canadian Northern railways for increased facilities for the new elevator, which will, it is expected, be completed in time to receive the crop of 1904. The working house, which will be constructed first, will have a capacity of 1,250,000 bushels. This will be supplemented by immense storage warehouses to be built of tile or concrete.

The Canadian Atlantic Railway Co. will not build its proposed elevator at Depot Harbor, Ont., this winter. This decision was arrived at during a recent meeting of the directors of the company. The reason for not constructing the elevator, for which plans had been made and the materials largely arranged for, is the fact that the management of the company believes that there will not be so large a rush of grain from the Canadian West next season and that they will have to depend upon American grain to keep their elevators running. The through water route to Montreal has affected the traffic by way of Depot Harbor and from other lake points overland to a large extent.

The Country Gentleman gives the following "rule of thumb" for estimating the quantity of corn in a crib: "It takes two bushels of ears to make one bushel of shelled corn. A bushel has 2150.4 cubic inches; hence two bushels is approximately 2.5 cubic feet. A crib 8 by 30 by 9 feet is 2160 cubic feet. This volume divided by 2.5 is 864."

## FOREIGN NEWS

The leading grain exporters of the Argentine have resolved to reduce the commission to grain brokers to  $\frac{1}{2}$  per cent.

Agitation has begun in Berlin for the erection by the municipality of a grain warehouse, the grain storage capacity of the city being now far below its needs.

An English judge, following some had American "authorities," perhaps, has upset English traditions by deciding a case as gambling where brokers sued a client for margins, who pleaded "gambling."

A new Russian outport for wheat has been successfully established at Khorly, on the north coast of Karkinitz Bay, a western arm of the Gulf of Perekop, on the Black Sea. It will take a portion of the wheat that formerly went out from Odessa.

Mandevitch, the largest grain exporter and ship owner in southern Russia, committed suicide at Odessa recently. He was worth ten million dollars, all accumulated in the past twenty-five years. He was no more honest than other Russian merchants, but he was very charitable.

A telegram from St. Petersburg says that a complaint by Russian consul general at San Francisco in regard to the foulness of Russian grain sent to California is attracting the attention both of the press and of the exporters here, and a better inspection by the local corn exchange and a revision of its methods are demanded.

The question of a uniform system of weights and measures in Great Britain is again under discussion. A telling point was made by one farmer who declared that uniformity in weight of corn is imperative because now farmers cannot tell the actual price of corn in different parts of the country owing to its being sold at different weights. Farmers are not alone in the desire for uniformity, and the sooner this much needed reform of the present antediluvian order of things is enacted the better for all concerned.

The port of Manchester continues to grow in importance; and the canal revenue, which was only about \$450,000 in its first year has grown to about \$2,000,000 in 1903. The growth of the grain trade has been equally striking, the 35,688 tons of wheat handled in 1895 having grown to 348,911 tons for 1903 (December not included). The quantities of flour and meal, however, grew much less rapidly. The cause of the growth of the grain trade is of course traceable to the low cost of handling it through the American built elevator.

There is said to be a growing feeling in rural Germany in favor of re-enacting the law prohibiting "future" or "option" contracts in grain owing to the extensive operations in grain. The former law on this subject was a failure, for the simple reason that the authorities were quite unable to enforce it. The exchanges in Berlin, Hamburg, and other centers were closed, the brokers ceased business as a protest against the measure, so that the government was in the end compelled to allow it to become a dead letter, which it has remained until now.

Apropos the Chamherlain campaign, Broomhall's, Liverpool, says: "Should the proposals of Mr. Chamherlain be adopted and a duty of 2s per quarter (6c per bushel) put on all foreign wheat coming into this country from all places outside of the empire, it is very unlikely that this would have any serious disturbance on trade as a consequence. Quite as much wheat would be consumed and it would take many years to increase the production to any considerable extent in Canada or elsewhere. All Canadian, Indian and Australian wheat would come to this country and Continental buyers would have to take more American or Russian, whichever could be obtained the cheapest. I may add that some of our millers, even when strongly protectionists, do not like the proposal to tax wheat, because they think it would restrict their choice of raw material and thus handicap them in the keen competition they have to face."

The findings of the English Board of Trade's inquiry into the legislation of the world against trading in options in grain, made some time ago, have just been published. The report of results shows that practically in only one country, Austria, is there any law in force actually prohibiting trading in options or futures, and this only came into effect on April 10 last year. In all probability the law will not remain in force long, for in Hungary the term market still exists. Germany has tried similar laws, without success; whilst the Belgian senate as long ago as 1896 passed a similar bill, but it has not yet come before the house of representatives. In France, too, similar attempts were made in 1901, but failed. Altogether, therefore, it seems difficult, if not impossible, to prohibit by legislation such dealings in grain, doubtless owing to the difficulty



## THE EXCHANGES

A membership on the Chicago Board of Trade changed hands recently at \$3,400 net to the seller.

Improvements costing about \$30,000 will be made in the St. Louis Merchants' Exchange between now and May 1.

Members of the Chicago Board of Trade have voted to make No. 2 hard winter wheat deliverable on a penalty of 2 cents.

It is reported that a plan to protect grain traders on the Chicago Board of Trade over night is being formulated. Details are withheld.

The Western Trust and Savings Bank has been made a regular depository for margins by the directors of the Chicago Board of Trade.

Directors of the Chicago Board of Trade have approved of the Lodge Bill for a law providing for the improvement of the consular service.

In reelecting George F. Stone secretary of the Chicago Board of Trade the directors paid him a substantial compliment by increasing his salary to \$8,500.

A petition has been circulated on the Chicago Board of Trade to make No. 3 hard winter wheat deliverable on contracts at a penalty of 12 cents. There is also talk of making No. 3 corn a contract grade.

The St. Joseph (Mo.) Board of Trade has adopted a rule which permits the exchange to make any local house "regular." It is proposed to make the Harroun Elevator a regular house and appoint an inspector to supervise it.

The high premium paid at the annual sale of sample tables on the Chicago Board of Trade was \$100. The total amount realized was \$6,369, an advance of \$500 over last year. This, with the rentals, made the Board's income from the tables \$8,119.

Directors of the Chicago Board of Trade have ruled that one member cannot have another disciplined because of any default in performance of a contract on another exchange and connected with a commodity not dealt in on the Board of Trade.

At a meeting of the grain inspection committee of the Chicago Board of Trade and the railway and warehouse commission arrangements were made for the preparation of a new set of type samples of contract grain to be placed in the sample room on the seventh floor for the reference of members.

An effort is being made to revive option trading on the Winnipeg Grain Exchange and it is probable that the Clearing House Association, which was organized in 1901 and to which only a few members of the exchange belong, will hereafter have a more representative membership. Some changes have been made in contract grades to apply on sales for future delivery.

The grain trade of the New York Produce Exchange has adopted the proposed rules making No. 3 red winter wheat deliverable on contracts at a penalty of 5 cents and No. 2 northern at the same prices, No. 3 hard, 7 cents; No. 2 hard, 2 cents. Also Buffalo receipts were made deliverable at an allowance of the rail rate at and east of Buffalo and  $\frac{1}{2}$  cent penalty. Trading began February 1 at the basis of contracts for delivery August 1 and later.

At a recent meeting of the directors of the Chicago Board of Trade E. A. Hamill was reappointed treasurer of the board, J. C. Block treasurer of the clearing house, and Sam Powell manager of the clearing house. Walter Blowney was held over as assistant secretary of the board. H. A. Foss is to be continued as weighmaster and J. A. Tobey is retained as inspector of provisions and R. W. Rathbone as inspector of flour. Henry S. Robbins has been reelected attorney.

The following ruling has been made by the directors of the Chicago Board of Trade: "Resolved, That it is the sense of the directory that in the case of grain sold f. o. b. to be switched from a Western to an Eastern line, and the car containing such grain is by request of the buyer placed on the team track of the Western line and unloaded, a claim on the buyer by the seller for the payment of \$2 switching charge, which would have accrued had the car been switched to the Eastern line, is not a proper claim."

A number of applications for membership in the Minneapolis Chamber of Commerce have been received from non-resident millers and grain men. Trading in oat futures is well under way. A recent amendment to the rules is as follows: "It is a violation of section 7 of rule 4 of the association for any member, firm or corporation to offer to buy at a price higher than the current selling price or to sell below the current price, any article dealt in on the floor of the Chamber of Commerce, in that such conduct would be contrary to the spirit which should

govern all commercial transactions, and complaint will be subject to discipline as provided for in said section 7."

It is understood that a committee of the Chicago Board of Trade will be appointed to investigate the Hosford system of clearing trades, which is in use on a number of exchanges. Under it a commission man short to one house and long to another at the same price would not have his capital tied up in margins if the trades did not "settle." Many small failures of recent board of trade history would have been averted with this system in force. It minimizes risks and with the commission rule in force would not reduce profits.

Recent amendments to the rules of the Chicago Board of Trade are as follows: An assessment of \$25 a year on each membership for three years to provide a fund for purchase of memberships at \$3,000; the rules governing the clearing house to provide that losses or damages on defaulted contracts shall be payable through the clearing house; the fees for the special grain inspection committee were increased from 50c per car to \$5; canal boat loads, which were \$3, are advanced to \$10, and vessels were advanced from \$6 to \$50. The amendment providing for deliveries on Saturdays from 8:30 to 9:15 a. m. was carried by a large majority.

A report of the Chicago committee on the inter-market contracts has been given out. The Chicago committee, composed of James Pettit, Robert McDougal, and W. H. Merritt, have been at work several months and have had conferences with J. F. Parker and E. Pfarrerius, representing the New York Produce Exchange. Their endeavor has been to agree upon terms for handling cash grain. They have formulated plans upon which an agreement has been reached with few exceptions, and these points will probably be adjusted in the near future. One important feature involves the changing of the rule now in force in Chicago providing for arbitration. It is proposed to have a board of arbitration, consisting of five members, to be appointed by the president of the Chicago Board of Trade, which shall be approved by the board of managers of the New York Produce Exchange, to act in the West, and another board of arbitration, consisting of five members, to be appointed by the New York Produce Exchange, which shall be approved by the board of directors of the Chicago Board of Trade, to act in the East. A fee of \$25 shall be paid for each sitting by the party against whom the decision shall be rendered, except as the committee may otherwise order. Contracts for shipments by all rail or lake and rail c. i. f. Eastern points shall be subject to these rules as regards adjustments of variations in quantity, brokers' liability, drafts, margins, futures, times of shipment, official samplers, and arbitration. Navigation shall be understood to be open from Lake Erie ports when vessels can get into Buffalo harbor, intermediate water courses continuing open; from other lake ports after arrival of vessels at Buffalo from lower lakes, intermediate water courses continuing open.

### PEORIA BOARD OF TRADE.

The annual election of the Peoria Board of Trade resulted as follows: President, Geo. C. Clark; vice-presidents, C. H. Feltman, R. W. Van Tassel; secretary, Robt. C. Grier; treasurer, Water Barker; directors, T. A. Grier, B. Waren, Jr., W. R. Buckley, A. G. Tyng, R. D. Clarke, Frank Hall, C. C. Miles, D. Mowat, James Bannister, Peter Casey; committee of arbitration—2 years, Geo. A. Smith, J. Y. Mills, M. B. Pratt; committee of appeals—2 years, E. Roberts, J. Wachheimer, J. M. Quinn. This was the only ticket in the field.

### NEW ORLEANS BOARD OF TRADE.

The standing grain committee of the consolidated exchange at New Orleans is made up as follows:

Lucas E. Moore, chairman; A. F. Leonhardt, C. B. Fox, E. F. Stevens, Henry Leverich, E. Steinhardt, F. P. Futvoye, H. W. Brodnax, Geo. Gerdes, H. Meletta, Thos. J. Stanton.

These will have charge of the practical work of consolidating the grain inspection business, selecting a new chief grain inspector, and in several other ways putting the consolidation of the Board of Trade and the Merchants' and Maritime Exchange into active effect.

### WINNIPEG GRAIN EXCHANGE.

The sixteenth annual meeting of the Winnipeg Grain Exchange was held February 1. Following the established precedent A. R. Hargrave, who served last year as vice-president, was this year elected president by acclamation. Nominations for vice-president called forth the names of John Love and T. L. Morton. The scrutineers declared Mr. Love elected. C. N. Bell was reelected secretary-treasurer by acclamation.

The election of the council took a very long time owing to the number of nominations and the large number of ballots, the president finally read the following names as the council for 1904: A. B. Ellis, W. H. McWilliams, W. D. McBean, W. W.

McMillan, G. R. Crows, Capel Tilt, Thos. Thompson, W. A. Black, W. L. Parrish, C. A. Young, H. N. Baird, and

Arbitration committee: C. A. Young, S. P. Clarke, W. J. Bettingen, Jas. Hodd, J. C. Gage, S. Spink and A. Reid; and

Committee on appeals: T. L. Morton, F. O. Fowler, T. H. Hatchard, Bruce McBean, T. H. Metcalf, H. H. Wineals and J. G. McHugh.

### BOSTON CHAMBER OF COMMERCE.

At the annual meeting of the Boston Chamber of Commerce, held January 19, Henry M. Whitney was elected president. John F. Crocker was chosen first vice-president; David W. Ranlet, second vice-president and William F. Berry, Chas. M. Cox, Geo. R. Wason and Bernard J. Rothwell, directors. A number of addresses were delivered and several important subjects discussed. The report of the treasurer, Daniel D. Morse, showed receipts for the year were \$112,270.11, with accounts receivable and cash on hand December 31 of \$14,323.94, bringing the total receipts for the year up to \$126,594.05 and disbursements for the year of \$105,663.57. The total assets of the chamber are \$515,119.39.

### ST. LOUIS MERCHANTS' EXCHANGE.

Among the newly appointed standing committees of the St. Louis Merchants' Exchange are the following:

Membership—William C. Ellis, chairman; Henry R. Todd and Thomas B. Teasdale.

Weighing—John E. Geraghty, chairman; W. B. Harrison, O. A. Orvis, F. H. Gisselman, M. J. Mullally, Edward Devoy, J. S. McClellan and M. W. Cochrane.

Rules—Thomas B. Teasdale, chairman; N. L. Moffitt, R. C. Grier, B. H. Lang and F. C. Orthwein.

Contracts for Future Delivery—W. A. Gardner, chairman; E. M. Flesh and E. W. Gessler.

Market Reports—R. J. Pendleton, S. A. Whitehead and P. P. Connor.

Grain—T. R. Ballard, chairman; T. B. Morton, E. L. Waggoner, Roger P. Annan, F. P. Brockmann, George L. Graham, George F. Langenberg, F. E. Kauffman and D. P. Byrne.

Barley—E. A. Faust, chairman; Charles H. Teichmann, Henry Griesedieck, Jr., Otto F. Stifel, William J. Lemp, Jr., Henry Greve, L. Lemcke.

Hay—D. W. Clifton, chairman; Henry W. Mack, Chris. Hilke, Daniel S. Mullally H. W. Beck, J. H. Eyll.

### MONTREAL BOARD OF TRADE.

The newly elected committee of management of the Montreal Corn Exchange Association is as follows: Geo. A. Thomson, president; Jos. Quintal, treasurer; A. E. Cook, A. E. Labelle, R. W. Oliver, M. A. Overend, C. R. Taylor.

At the first meeting of the committee, held February 1, Norman Wight was elected vice-president and the subject of grain standards was taken up.

It was decided to renew the representations made last year in favor of such amendment of the inspection law as will abolish the Eastern Grain Standards Board, and substitute for the present system of annual standards one whereunder inspection would be based on the descriptions of the various grades and the standards would be made permanent as they are in the Manitoba district.

In the matter of the association's desire that the Montreal inspector should be empowered to issue original certificates of inspection of Manitoba wheat, which, owing to opposition from Manitoba, the government has hitherto declined to grant, it was decided that a meeting of the grain exporters of the port should be called to decide what further action could be taken in the matter. The question is one of great importance to the grain shippers of Montreal for in the absence of Canadian seaboard inspection of Manitoba grain much of it is being shipped via United States ports for the reason that seaboard inspection can be there obtained.

### PHILADELPHIA COMMERCIAL EXCHANGE.

The new officers of the Philadelphia Commercial Exchange are: Walter F. Hagar, president; George P. White, vice-president; Nathan Sellars, treasurer; Armon D. Acheson, secretary; Henry A. Tumelty, assistant secretary, and Frank Hogust, superintendent. The new directors elected to serve for two years are: Charles Dunwoody, William H. Tenbrook, R. F. Dewees, S. C. Woolman, Edmund E. Delp and W. R. Brown.

The new committees are as follows: Finance, S. C. Woolman, James Hancock, R. S. Dewees; Membership, William McAleer, Jr., Clarence W. Hagar, Edmund E. Delp; Room and Fixtures, Watson Walton, William Cernell, W. R. Brown; Joint Committees: Transportation, from the Board of Directors, James Hancock, W. H. Tenbrook, Charles Dunwoody; from the Exchange, Samuel Bell, Jr., James Hay, Charles Saunders, E. Blackford, Jr.; Information and Statistics, from the Board of Directors, Clarence W. Wagar, Harvey C. Miller, William R. Cornell; from the Exchange, Edgar G. Thomas, William Howell, Jr., William B. Dupuy,

Samuel S. Daniels; River and Harbor, S. C. Woolman, Antonio Sans, F. W. Taylor, Edgar S. Thomas, P. Fendall Young; Grain, James B. Canhy, L. G. Graff, Jr., George G. Omerly, E. L. Rogers, Charles J. String, E. H. Price, Samuel L. McKnight; Provisions, Louis Burk, W. H. Tenbrook, George Hausman, James P. Hart; Seeds, Charles R. Koch, George E. Taylor, Charles G. Alexander, Casper T. Sharpless, Herbert W. Johnson; Arbitration, A. D. Bahmer, A. E. Brecht, L. J. Logan, Willis C. MacNutt, A. Judson Stiles, J. S. Pultz, William J. McMullin, William R. Potts, Frank Richards.

#### CHICAGO STANDING COMMITTEES.

The standing committees of the Chicago Board of Trade for the ensuing year are as follows:

Executive—Adams, Jones, White.  
Finance—Patten, Sickel, McReynolds.  
Room—Jones, Fitch, Crighton.  
Membership—McReynolds, Tietgens, Jones.  
Real Estate—Taylor, Tietgens, Sager.  
Warehouse—Wagner, Sickel, Bines.  
Rules—Crighton, Taylor, Adams.  
Grain Committee—Sager, C. B. Pierce, B. A. Eckhart, James Templeton, W. N. Eckhardt.  
Legal Advice—Warren, Ware, Patten.  
Clearing House—Richardson, Sickel, Wagner.  
Transportation—Sickel, McReynolds, Patten, J. J. Bryant, E. S. Merritt, E. H. Bingham, Henry Zeiss, B. A. Eckhart, Richard Gamhrill.  
Market Report—Fitch, Warren, McReynolds.  
Weighing—Ware, Richardson, Crighton.  
Violation of Rules—Bines, White, Ware, Taylor, Bridge, Patten.  
Meteorological Observation—Taylor, Warren, Sager.  
Claims—Bridge, Jones, Tietgens.  
Other Inspection—Crighton, Bridge, Adams.  
Arbitration of Grass and Field Seeds—T. M. Hunter, F. E. Winans, George A. Wegener, C. A. Heath, G. S. Green, A. Gerstenberg.  
Flaxseed Inspection—H. N. Sager, T. M. Hunter, J. W. Hirst, George E. Alt, P. H. Eschenburg, J. H. Milne.  
Legislation—White, Richardson, Wagner, Ware.

#### BALTIMORE CHAMBER OF COMMERCE.

The directors of the Baltimore Chamber of Commerce have selected the following officers: President, James C. Gorman; vice-president, William M. Knight; treasurer, John L. Rodgers; secretary, Henry A. Wroth; assistant secretary and cashier, James B. Hessong. The directors also elected an executive committee as follows: Douglas M. Wylie, Ferdinand A. Meyer, Eugene A. Slack, Daniel Rider, J. Collin Vincent. The committee organized later by selecting Mr. Wylie chairman and Mr. Meyer vice-chairman.

The following preamble and resolutions were adopted by the board of directors of the Baltimore Chamber of Commerce on January 11, 1904:

Whereas, A bill has been introduced into the United States Senate "To provide for the fixing of a uniform standard or classification and grading of wheat, flax, corn, oats, barley, rye and other grains, and for other purposes;"—known as Senate Bill No. 199, and

Whereas, The passage of any measure seeking to control or change the present method of grain inspection, conducted by the commercial organizations, can only result in injury to the grain trade of this country, which has been fostered and developed by those having the greatest interest in it, and thereby assisting in the remarkable advancement of our country by the advantageous marketing abroad of its most important products, and will be injurious to the agriculturist, dealer, exporter, also transportation interests;

Resolved, That the Baltimore Chamber of Commerce confidently asserts that the inspection of grain, or the supervision of grades, by the National Government, will be detrimental to every interest identified with the American grain trade, and because of the unreliability of political inspection, will tend to advance the business of foreign grain producing countries, which are seeking every advantage to enlarge their grain trade, by the displacement of American products in the markets of the world.

#### OMAHA EXCHANGE IN OPERATION.

The Omaha Grain Exchange began business on February 1, when after a brief address, President G. W. Wattles sounded the gong and started the trading by selling 5,000 bushels of May corn at 40 cents. The attendance exceeded 100 and all were enthusiastic.

The early trading was all in futures, owing to the fact that samples were slow in arriving, and it is estimated 250,000 bushels changed hands within two hours after the opening. The day's business amounted to 500,000 bushels.

The reports of grain inspection for the first day of business on the exchange showed eighty-six cars as having been gone over. This did not include the receipts of the day; nor did it include all of the inspections. But it did include the inspections up to 4 o'clock p. m., after which hour the inspec-

tions made went into the following day's report. This was the result of the inspection report:

No. 3 corn, fifty-nine ears; No. 3 yellow corn, three ears; No. 4 corn, eleven ears; No. 3 white oats, five ears; No. 4 white oats, five ears; No. 4 hard winter wheat, one ear; No. 4 grade wheat, one ear; No. 4 barley, one ear. Total, eighty-six cars.

To facilitate trading, an octagonal pit has been constructed within the trading hall, about the middle. The first day's trading was somewhat hampered by the fact that buyers and sellers were scattered, and that the rule excluding all but members was not enforced, as it will be hereafter. The only exceptions besides the exchange employees will be railroad and insurance representatives, who may be admitted for purposes of soliciting in their own lines of business only on admission card costing \$25 per year; and to a limited number of accredited representatives of the press.

The committees of the new exchange are: Grain—A. B. Jaquith, F. S. Cowgill, E. C. Twamley, George H. Lyons, Nathan Merriman. Elevator Register—Nathan Merriam, C. F. McGrew, C. W. Lyman. Finance—G. W. Wattles, A. L. Reed, F. H. Davis. Transportation—E. P. Kirkendall, F. A. Nash, George E. Thomas, W. J. C. Kenyon, John C. Wharton. Alleged Violations of Rules—E. E. Bruce, E. C. Hollinger, T. J. Mahoney. Arbitration—E. E. Bruce, E. P. Peck, W. C. Sunderland, E. S. Westbrook, J. H. Hamilton. Appeals—A. C. Smith, J. W. Holmquist, John L. Kennedy, M. C. Peters, R. S. Hall. Quotation—S. A. McWhorter, N. B. Updike, F. C. Hollinger. Membership—N. B. Updike, A. B. Jaquith, G. B. Comstock, James Welsh, E. C. Huntley. Elevator—F. S. Cowgill, E. P. Peck, E. A. Cope.

All Omaha and Council Bluff elevators have been made "regular."

## PERSONAL

J. H. Ruhl has taken charge of A. W. Heinz's elevator at Mahomet, Ill.

A. C. Dunning is now agent for the Westbrook-Gibbons Grain Co. at Shelby, Nebr.

Charles Shields succeeds C. M. Isaacson as wheat buyer for the State Elevator Co. at Darwin, Minn.

John Studebaker of Litchfield, Ill., is now grain buyer for the Munday-Settlemire Co. at Waggoner, Ill.

Schenck Stoutsborough has severed his connection with the Maroa Elevator Co. at Maroa, Ill.

The directors of the Minneapolis Chamber of Commerce have appointed A. W. Gilbert official grain sampler.

George Harter has resigned his situation in the Bumgartner Elevator at Cissna Park, Ill., and taken a position in another line.

W. C. Isgieg, manager of the elevator at Rileyburg, Ill., fell into the grain pit on January 16 and fractured one of his ribs.

Alvin Steele has resigned his position with the Atlas Elevator Co. at Belden, Nebr., and returned to his home at Tyndall, S. D.

Ed. Krause has taken the position with the Updike Grain Co. at Shickley, Nebr., made vacant by the resignation of George Powell.

W. F. Batten, a prominent grain dealer of Linn Grove, Iowa, was recently united in marriage to Miss Gail Anderson at Cedar Falls, Iowa.

George Bruce Farlin, a grain dealer of Proctor, Ill., and Miss Elva Estella Fox of Farmer City, Ill., were married at that place on January 21.

J. W. Greer, local agent for the Federal Elevator Co. at Glyndon, Minn., has been promoted to the position of traveling agent of this company.

James Henry has resigned his position with the Duluth Elevator Co. at Hamilton, N. D., and taken a position with a hardware firm at Hallock, Minn.

H. O. Ellefson has given up his position as manager of the elevator at Syre, Minn., and taken charge of the Thorpe Elevator Co.'s Flaming, Minn., house.

Jefferson Louk has succeeded A. A. Wheeler as grain buyer for Doe & Co. at Prairie City, Ill. Mr. Louk was formerly at Galesburg, Ill., with the same firm.

H. M. Brassett, agent of the Andrews & Gage Elevator Co. at Kathryn, N. D., and Miss Anna Jacobson of that place were married recently at the home of the bride's parents.

W. A. Hubbard, for two years manager of the Mankato, Minn., office of Edwards, Wood & Co., has been promoted to the position of traveling manager. He will remove to Minneapolis. Mr. Milton, who

was Mr. Hubbard's assistant at Mankato, will have charge of that office.

J. M. Morey, manager of the Schertz Elevator at Ferris, Ill., contemplates taking charge of the elevator at McCall, Ill., his brother, D. A. Morey, succeeding him at Ferris.

J. F. Hamill, who has been employed in an elevator at New Richland, Minn., for the past two years, has moved to Waseca, Minn., and will manage the Wood and Van Dusen elevators.

A. F. Hawkinson has accepted the management of Railsback Bros.' elevator at Malmo, Nebr. Mr. Nygreen, the former manager, has been transferred to the firm's elevator at Ashland, Nebr.

F. E. Belden has resigned as agent for the Thorpe Elevator Co. at Montrose, Minn., and is succeeded by Lloyd Ferrell, who has been in charge of the company's house at Smith Lake, Minn.

Elmer Young, who has been in charge of Barker & Collins' elevator at Bondville, Ill., for the past ten years, has resigned and will go to farming. A Mr. Moore from Indiana succeeds to the vacant position.

J. L. McCaul, the Minneapolis grain man, has selected a room in St. Luke's hospital at Aberdeen, S. D., and fitted it up as a memorial to his son, James, who was born in that city, and who died last summer.

Paul D. Kniss, at one time manager of E. A. Brown's elevator at Thompson, Iowa, and of late employed at Campbell, Minn., has been placed in charge of the Stewart Elevator Co.'s house at Souris, N. D.

Dudley M. Irwin, a member of the Buffalo Chamber of Commerce, and a well known grain commission man of that city, has inherited over \$238,000 by the death of his uncle, Theodore Irwin, a banker of Oswego, N. Y.

E. L. Grates, who has for some time held the position of agent for the McCall-Webster Elevator Co. at Rauville, S. D., has been transferred to the company's elevator at Labolt, S. D. Herman Smith succeeds him at Rauville.

T. N. Boner of Shenandoah, Iowa, who is buying grain for McMahill & Marsh at Keytesville, Mo., had a narrow escape recently. The hotel at which he was boarding caught fire during the night and Mr. Boner barely escaped with his life, leaving his watch, pocketbook and other possessions behind.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

N. Plumb, Streator, Ill.  
J. F. Pritsch, Palatine, Ill.  
I. J. Landon, David City, Nebr.  
Wm. Johnston, Cedar Falls, Iowa.  
W. H. Hamilton, Battle Creek, Mich.  
F. C. Baluss of Baluss-Dawson Co., Blissfield, Mich.

C. G. Hammond, president Huntley Mfg. Co., Silver Creek, N. Y.

G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.

Geo. Beyer, secretary Illinois Grain Dealers' Association, Decatur, Ill.

M. M. Snider, Des Moines, Iowa, representing Barnard & Leas Mfg. Co., Moline, Ill.

## FIX RATES FOR OATS.

At a meeting of the terminal elevator companies the following charges for receiving, shipping, clipping and storing contract oats were adopted:

All oats sold in store for cash or future delivery shall be subject to a "loading-out" charge of  $\frac{1}{4}$  cent per bushel. The "loading-out" charge shall cover a minimum period of five days' free storage from the date of delivery on contract oats, and a minimum period of fifteen days' free storage from the date of delivery, when ordered clipped.

As between buyer and seller the "loading-out" charge gives the buyer a minimum period of five days' free storage on natural oats and a minimum period of fifteen days' free storage when ordered clipped.

The charge for clipping oats shall be  $\frac{1}{2}$  cent per bushel, to be paid by the buyer, and three-quarters of one pound per bushel shall be allowed the elevator company as shrinkage for clipping; it being understood that contract natural oats when clipped shall test thirty-six pounds. If oats are clipped to a heavier test than thirty-six pounds, the shrinkage shall not be less than three-quarters of one pound per bushel.

The storage charge on oats shall be  $\frac{1}{8}$  cent per bushel for each ten days or fractional part thereof, after the free period.

## HAY AND STRAW

D. E. Price and S. L. Chapman have engaged in the hay and feed business at Aurora, Nebr.

The Michigan & Ohio Hay Co., with headquarters at Allegan, Mich., has opened an office in Greater New York.

Receipts of hay at Chicago on February 1 were 680 tons, as compared with 688 tons for the same date last year.

William B. Stephens of Port Richmond, L. I., N. Y., has organized a company to deal in hay, grain and feed. An office has been opened in New York City.

The recent bulletin issued by the California section of the U. S. Department of Agriculture states that prospects for a fair crop of hay in that state are excellent.

The committee on hay and straw quotations of the Baltimore Chamber of Commerce for the current month are: William Hopps, Robert S. Sinton and Richard D. Wells.

The premises of the New England Hay Co. at Boston, Mass., were badly damaged by water during a fire on January 19 which partially destroyed an adjoining building.

The stable and warehouse of Volkomen & Co., Williamsburg, N. Y., was burned on January 25, together with a quantity of hay, straw and feed. The firm will rebuild at once.

Pfanner Bros., dealers in hay, feed, grain, etc., at Tonawanda, N. Y., have dissolved partnership, George Pfanner retiring. The business will be continued by Fred Pfanner, Jr.

The Newark Hay & Grain Co. has been chartered at Newark, N. J., with a capital of \$50,000. Alexander Gilliland, Jr., William Cooper, and G. W. Campbell are the incorporators.

At the last session of the Cherokee Council the tax on hay was repealed. This action has been approved by the President and the Indian office. The royalty heretofore on all hay shipped out of the Cherokee nation has been 20 cents a ton.

The Baltimore & Ohio Railroad has lifted its embargo on hay from the west for Baltimore. The embargo went into effect last May, but was somewhat modified last November so as to permit shipments of hay to Baltimore over the main line of the road.

The Forest Park University Hotel at St. Louis, Mo., has been selected as the official headquarters for the eleventh annual convention of the National Hay Association which will be held June 14, 15 and 16. The hotel is conveniently located near the World's Fair grounds.

John B. Daish has been selected by President Dexter of the National Hay Association to represent that organization at the hearings before the committee of the Senate and House relative to the amendment of the Interstate Commerce Act and to appear at any other committee hearing wherein the National Hay Association is affected.

The Albers Bros. Milling Co. of Portland, Ore., received the contract for 1,250 tons of hay for government use in the Philippines at the recent award of forage contracts. The hay will be the Willamette Valley product and is to be shipped on the steamer Lyra which is due to sail from Seattle on March 5. San Francisco dealers will furnish 3,000 tons and Seattle and Tacoma dealers about 1,500 tons more.

The National Hay Association has sent out a circular to non-members among the hay trade calling their attention to the benefits to be derived from membership in the Association. Attached to each circular is a blank membership application which is to be filled out and forwarded to P. E. Goodrich, secretary, Winchester, Ind. Any one desiring a copy of this circular and application may obtain same from the secretary at the above address or at this office.

A recent issue of the Brooklyn (N. Y.) Eagle comments on the hay situation as follows: "There appears to be record of no previous season in which conditions of hay and straw were so irregular and puzzling as in 1903. After the spring opened, with a beautiful and promising March, a drought set in, so pronounced and prolonged that to the middle of June it seemed that no hay could possibly be gathered in the eastern part of the country. Then followed continuous rain, which promoted a rampant growth of grass to a great crop in a phenomenally short interval, to the delight of farmers and the hope of the trade for good and cheap hay. But alas! for human expectations, excessive wet continued throughout the harvesting period, which spoiled the quality of the greater portion of the product. Poor hay was rushed to the cities, unsettling the market and causing no end of dissatisfaction between dealers and consumers and putting prices at sixes and sevens. Straw, also, for some cause not clearly explained, has been unusually scarce and dearer by a third than best hay, it having sold up to as high as \$26 per ton."

H. H. Freeman & Co., Chicago, in their market letter of February 11 say: Timothy—Receipts are moderate with demand steady. The C. & N. W., which has been holding, in their inside yard, hay for some time, is now placing it on track. Most of this is timothy hay. Timothy is moving off satisfactorily, the price obtainable being as good as can be expected. Most of the hay is of common grade. Choice is scarce and offerings of such are quickly taken. High colored hays, even though they be mixed are also selling well. The latter grades can be worked off to better advantage during the winter than in the warmer months and we urge the immediate shipment of them. Poor grades are not wanted and should not be shipped here. Prairie is dull; the demand for it is slow and very discouraging. Choice lots are scarce and this is about the only thing buyers want. Iowa has been a liberal shipper, the grade of which is very low—practically no better than state hay and sells at prices but little higher. State hay has moved better than other ordinary grades of hay because the freight rate is low and it can be sold at moderate prices. There has been no large amount of prairie arriving, yet it has accumulated. Straw has continued steady with receipts light; all grades are meeting with a good market. At no time have we had any rush of this article and in consequence buyers have no stocks on hand. We look for a continued active market. Owing to improved weather conditions this week receipts have increased 209 cars; last week there arrived 346 cars, this week 555. Market, however, remains practically unchanged and steady. Many sections of the country have not yet started moving their hay; there has been but a small portion moved and we urge you, believing it for your best interests, to let shipments come forward as soon as convenient.

### REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending January 16, quotations at the close ranged as follows: Choice timothy, \$11.50 @12.50; No. 1 timothy, \$11.00@11.50; No. 2 timothy, \$9.50@10.50; No. 3 timothy, \$8.50@9.50; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.50@13.00 for poor to choice timothy, \$8.25 for mixed hay, \$6.75@7.50 for state, and \$8.00@11.00 for Iowa, Dakota and Kansas prairie hay. Rye straw sold at \$7.50@9.50 for poor to choice. Wheat straw at \$7.00 and oat straw at \$7.00@7.50. The receipts for the week were 3,793 tons, against 3,084 tons for the previous week. Shipments for the week were 167 tons, against 188 tons for the previous week. A firm feeling existed for timothy hay while the market for prairie hay was quiet and rather dull.

During the week ending January 23, quotations at the close ranged as follows: Choice timothy, \$11.50@12.50; No. 1 timothy, \$11.00@11.50; No. 2 timothy, \$9.00@10.00; No. 3 timothy, \$8.00@9.50; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.50@13.50 for poor to choice timothy, \$7.00 for threshed timothy, \$6.00@7.50 for state, and \$7.50@11.00 for Iowa, Nebraska and Kansas prairie hay. Rye straw sold at \$8.50@9.50 and oat straw at \$7.00@7.25. The receipts for the week were 4,586 tons, against 3,793 tons for the previous week. Shipments for the week were 202 tons, against 167 tons for the previous week. A good local demand existed for timothy hay and the offerings were only fair. Prairie hay was quiet and dull throughout the week.

During the week ending January 30, quotations at the close ranged as follows: Choice timothy, \$11.50@12.50; No. 1 timothy, \$11.00@11.50; No. 2 timothy, \$9.00@10.00; No. 3 timothy, \$8.00@9.50; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$8.00@13.00 for poor to choice timothy, \$7.50 for clover mixed, \$7.00@8.00 for state, and \$7.50@9.50 for poor to fair Iowa, Nebraska and Kansas prairie hay. Rye straw sold at \$8.50@9.00, and oat straw at \$6.75@7.50. The receipts for the week were 5,142 tons, against 4,586 tons for the previous week. Shipments for the week were 206 tons, against 202 tons for the previous week. Only a fair business was transacted during the week. The receipts were liberal and only a moderate demand existed for both timothy and prairie hay.

During the week ending February 6, quotations at the close ranged as follows: Choice timothy,

\$11.50@12.50; No. 1 timothy, \$11.00@11.50; No. 2 timothy, \$9.00@10.00; No. 3 timothy, \$8.00@9.50; choice prairie, \$10.50@11.00; No. 1 prairie, \$9.00@10.00; No. 2 prairie, \$8.00@8.50; No. 3 prairie, \$6.00@7.00; No. 4 prairie, \$5.00@5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$7.00@13.00 for fair to choice timothy, \$6.00 for threshed, \$5.75@7.50 for state, and \$8.50@10.50 for Iowa, Kansas and Nebraska prairie hay. Rye straw sold at \$8.00@9.00, and oat straw at \$6.50@7.00. The receipts for the week were 5,500 tons, against 5,142 tons for the previous week. Shipments for the week were 101 tons, against 206 tons for the previous week. The market for timothy hay ruled steady and exhibited no material change. Prairie hay was in large supply and very dull during the week. The demand was light and receivers experienced considerable difficulty in disposing of consignments.

### SOME TYPES OF FIRE PROOF ELEVATORS.

[Extracts from an article in "Insurance Engineering" on "Grain Elevators: A Consideration of the Various Types, Old and New."]

Wood, brick, iron, steel, hollow tile, concrete, and combinations of these materials, have been employed in the construction of grain elevators and most of them have been in actual tests to be unequal to the needs of the case. A very large majority of fires in these risks make total losses—insurance companies prefer not to insure the buildings and to write only short-term policies on the grain in the bins. The explanation of this abnormally high loss ratio is undoubtedly to be found in the peculiar construction required for the storage of grain—at least no great change has been made in the manner of storing grain while in transit in the past fifty years. In the first place these buildings are very inaccessible and the first floor (above the bins) in the common type of elevators is high above the ground level. Being usually situated along a water front, one side, and often three sides, cannot be reached excepting by fire boats. Or, as in the case of an old elevator that burned in Chicago recently, they may be surrounded by railroad tracks, which is just as bad. Again, being frequently built on piling some distance from the shore, the nearest fire hydrants may be so far off that it is necessary to stretch many lengths of hose to reach a fire with water from a steamer, with a consequent loss of pressure.

As long ago as 1865 two grain elevators, one in Brooklyn and the other in Philadelphia, were built of iron, and in 1869 one was built in Buffalo from brick. But the type of elevator met with more commonly consists of a rectangular group of bins, 50 to 100 feet high, constructed of 2-inch by 10-inch plank at the bottom, narrowing to 2-inch by 5-inch at the top, laid flatwise and spiked together, with a superstructure of one or more floors containing the machinery, shafting, spouts, etc., for handling the grain, the entire building thus formed being sheathed on the outside with slate or corrugated iron and with roof of the same material. The bottoms of the bins of most old-style elevators are 12 to 15 feet above the ground, supported by heavy timbers and hopper shaped.

The Great Northern elevator situated at Buffalo may be taken as a good example of the type of construction employing stone, steel and brick. It covers an area of 120 by 400 feet. The building has a pile foundation, the piles being driven down from 30 to 48 feet below water to solid rock. Stone piers 8 feet high were laid on top of this foundation, supporting the columns. The elevator bins are built cylindrical in form, with a cone-shaped bottom, and consist of thirty bins 38 feet in diameter by 70 feet high; eighteen bins 15½ feet in diameter by 70 feet high; and eighteen exterior small bins 9 feet 9 inches in diameter by 60 feet high, making a combined capacity of 3,000,000 bushels. The cupola, which extends the entire length of the elevator, containing four floors, is 40 feet wide and 67 feet high. The main grain floor is fireproof, underlined with tiling; and the upper floors, joists, rafters, girders, garbers, scale bins, and all other parts of the building other than the brick wall surrounding the structure are built of steel, including the three marine towers. The walls and roof of the superstructure are covered with corrugated iron. Electricity is used throughout for lighting and power purposes, the marine towers being equipped with electric passenger service. Induction motors supply the power, thus doing away with the sparking hazard of the ordinary brush machines.

While the steel bin elevator enclosed with brick walls and with its electrical machinery for handling the grain was a decided change from the common type which prevailed for so many years and still used, the Electric Elevator, also located at Buffalo and built the same year as the Great Northern, completely revolutionized elevator construction. The Electric Elevator is what is known as a Steel Storage Tank Elevator, and is the only

one of its kind in the East. The elevator is built on the natural rock, which is found only 7 feet below the average water level. This condition was the chief reason why this site was selected, inasmuch as there can be no settlement.

The main building and marine towers are constructed entirely of steel, the floors being  $\frac{3}{8}$ -inch plate. All the machinery in the structure is supported on steel girders, and the elevator legs, scale hoppers and garners are all built of steel.

The plant consists of a structural steel building 38 by 126 feet by 146 feet high; a stationary and movable tower of steel 28 by 32 feet, each 146 feet high; a steel belt gallery over top of tanks 17 feet wide, 204 feet long, 80 feet above the ground, and a series of twenty-four immense steel grain tanks. Five have a capacity of 160,000 bushels each, seven are of 100,000 bushels capacity each, and the other twelve tanks are of 25,000 bushels capacity each. Four of the smaller tanks are subdivided into four bins of about 6,000 bushels each. All the tanks are air-tight and fireproof, and all have self-cleaning hopper bottoms.

The construction is such that the possibility of moisture getting at the grain stored in them is precluded. Grain can also be stored in the tanks for an indefinite space of time without fear of heating, thereby saving the expense of turning the grain, as is necessary in the old-style elevators. Owing to the storage of all the grain in tanks independent of the main building, there is practically no hazard from dust. All the grain is weighed in the main building and not in the towers, as is the case in most elevators. Electricity is used for lighting and for power in the Electric Elevator also.

Still another innovation is the fireproof tile tank grain elevator, of which type the Great Eastern at Minneapolis may be taken as an illustration. This is what is known as the hollow-tile bin system, the walls of the tanks being constructed entirely of hollow tiles tied at intervals with steel rods. The method of construction is as follows: The tiles are set on edge in a tile base, which is tied by steel rods which run around the circumference of the tank. Sometimes the bottoms of the bins are of stone and cement, in some cases resting on top of stone tunnels. When a complete circle of the tiles has been placed, another tile base is put in position; and the operation is repeated until the full height of the bin is reached. On the inside of this wall is cemented a circle of white vitrified tiling, placed with the openings or flues vertical, the result being that continuous air-shafts are formed through the wall from top to bottom. The four tanks are each 50 feet in diameter by 80 feet in height, the total capacity being 400,000 bushels. In a test made of this system at a time when the thermometer stood at 15 degrees above zero in the open, water and snow were applied to the interior of a section of the wall and allowed to freeze into a solid cake, while against the outer wall there was erected a furnace in which a fire was started and forced, until the pyrometer showed a temperature of 2,000 degrees. It was not until the fire had been banked that the ice on the inside began to melt, and after the last of the fire had died away there was still some ice and snow remaining against the inner wall of the tank. In view of the results thus obtained, it is claimed that the contents of a tile tank are proof against injury by fire.

Finally we come to the steel and concrete elevator. The Pioneer Steel Elevator at Minneapolis is one of this class. The total capacity of the plant is 1,200,000 bushels. At the center is the working house, which covers 70 by 84 feet of ground. This is a steel building, the floors of which are of composite steel and concrete construction. Double tracks run through the building on the ground floor, all of which floor is devoted to unloading and cleaning the grain. It has a capacity of fifty cars in and fifty cars out every day. The building contains thirty-five steel, hopper-bottom bins. On the ground floor are four large special cleaners, with a capacity of 25,000 bushels per day, two large wheat cleaners and one oat clipper. Above the bins, the frame of the building is of structural steel work, with a covering of corrugated iron. The total height of the working house is 145 feet. On either side is a line of five cylindrical steel tanks, each 55 feet in diameter by 80 feet in height, and capable of holding 100,000 bushels. The covered way extending either way from the working house above the roof of the tanks, contains a belt conveyor, and a similar conveyor extends beneath the floor of the tanks.

Another example of the steel and concrete elevator is the "grasshopper" elevator now in course of construction at Montreal. The foundations, lower story, and all upper floors are built of concrete. The bins are cylindrical in shape, built of steel plates, with all spaces between cylindrical bins formed into smaller bins, so that the whole area is utilized for storage. The total number of bins is seventy-eight; and the total storage capacity 1,000,000 bushels. The marine tower is built of steel, and is 23 feet wide, 33 feet long, and 150 feet high;

it will be mounted on twenty pairs of car wheels running on four steel rails along the dock.

This dock consists of a middle section in front of the elevator, which will be built entirely of concrete and steel construction, supported on piles. The width of this section of dock is 33 feet, height 25 feet, and length 200 feet. At either end of the middle section is a heavy concrete retaining wall with filling behind, which will form the dock beyond the elevator. The total length of concrete dock is 600 feet, running across the inshore end of the basin between the two adjacent steamship piers. The total height of the concrete work under the elevator from pile heads to bin bottoms is 50 feet. About 25 feet of this will be below grade when the filling is completed. Two car tracks run through the elevator.

This lower concrete story is thoroughly braced by heavy concrete arches running entirely across the building, with buttresses extending out on either side to take the thrust. The space between columns will be filled by a concrete curtain wall with a double window, three sashes high, in each panel, which will make a very light lower working door. The entire outer surface of the concrete will be blocked off to resemble massive masonry, and bush-hammered all over. The top of the bins will be 110 feet above ground level, and the cupola will run 85 feet above this, making a total height from the ground of 195 feet. This cupola will be structural steel throughout, with concrete floors and roof.

## IN THE COURTS

Bradley Brothers, dealers in flour, feed, grain, hay, straw, etc., at Pittsfield, Man., on January 21 called a meeting of creditors. The liabilities are stated as \$6,000.

The suits against the insurance companies interested in the losses on the Dahl & Peterson elevator at Atwater, Minn., were settled out of court, the companies paying \$3,500.

Koch & Son of Algonquin, Ill., have filed a petition in bankruptcy at Chicago. They handle grain and implements. Assets, \$5,000; stated liabilities, \$6,000, but claims aggregating \$20,000 have been filed.

Thos. E. Price and others have begun action against T. A. Cleage, Jr., the St. Louis plunger, to declare him a bankrupt, alleging transfer of his property after he knew himself to be insolvent. The claims amount to \$22,290.

The Choctaw Elevator Company on January 19 commenced an attachment suit in the Chancery Court at Memphis against the J. Rosenbaum Grain Company, an Illinois corporation, to collect the sum of \$2,609.39 claimed to be due on an open account.

Albert L. Deibel of Atlanta, Ga., formerly of St. Louis, who has been representing the Deibel Grain Company, of St. Louis, in Atlanta, has filed a petition in bankruptcy. His indebtedness for jewelry, livery, flowers, etc., amounts to \$1,212.85, with no assets.

The Farmer City Grain Company of Farmer City, Ill., recently brought suit before a justice against E. H. Wilson, J. T. North, Geo. Winslow and James Patterson for non-payment of their subscriptions to the capital stock of the company. The justice decided the case in favor of the Grain Company. There was a great interest taken in the case by the stockholders.

The suit of the Farmers' Co-operative Shipping Association of Kansas to compel the Burlington road to build a spur to an elevator at the town of Upland and to grant an elevator site at the town of Bladen, a suit referred to throughout the state as one which would test the validity of the Ramsey elevator law, was dismissed in the Supreme Court on motion of the Association. The reason for the dismissal is not known.

Orders were issued in the Circuit Court at St. Louis on January 18 by Judges Sale, Woods and Ryan in several of the alleged wheat corner cases, granting temporary injunctions until the cases can be further heard, so far as margins deposited in the banks are concerned. The judges, however, declined to grant injunctions restraining the Merchants' Exchange from disciplining its members by suspension or expulsion for failure to carry out their contracts.

Portens B. Weare and Charles A. Weare, doing business as P. B. Weare & Co., are defendants in a suit in assumpsit for \$7,500, filed in the Circuit Court on January 20 by the Canadian Bank of Commerce of Chicago. The basis of the action is said to be several notes made four months ago for clients of the defendants and indorsed by the defendants. Miles Dover of Melrose, Ia., and Geo. Herbert of Seymour, Ia., also sue the same parties for \$15,000 and \$5,000 respectively. They allege that the losses

on the July oats deal represented by them were not actual losses.

After having been in all the state courts, the case of Robert Van Tassell of Peoria against Wakefield & Best of Princeville, in which the latter were ejected from the elevator at Princeville for failure to comply with the conditions of the deed, has been concluded. Since the beginning of the suit Best has died and Wakefield has gone into bankruptcy. Another Wakefield took charge of the elevator and now the United States Supreme Court says Wakefield must give Van Tassell possession.

The Farmers' Grain and Live Stock Co. of Kearney, Nebr., on February 4, filed a petition in the District Court asking for a peremptory writ of mandamus to compel the Union Pacific to furnish it with cars and to transport its grain to market. The petition says that the Farmers' Company has erected upon two lots it owns an elevator at a cost of about \$5,000 which is located on a switch ten years old owned by the railroad and has facilities for loading grains; that it has more than three carloads of grain in its elevator which it desires to have transported to market, has made the proper demand for cars to be set upon the switch for the handling and transportation of the grain, which request and demand have been refused. The court issued an order to the railroad to show cause why a peremptory writ should not issue.

The Smith-Gambrill Company, for the use of the trustee for the creditors, the Maryland Export Company, for the use of the receiver, and Gill & Fisher of Baltimore have begun suit against the Central Elevator Company to recover damages for alleged injury to grain in the custody of the defendant company. In the first suit it is alleged that the Smith-Gambrill Company delivered to the defendant for storage at its grain elevator 23,702 bushels of corn, and that while the corn was stored in the elevator a part of it heated and was badly injured. The Maryland Export Company makes the same allegations, the amount of corn mentioned in its declaration being 31,802 bushels, and the suit of Messrs. Gill & Fisher is identical with the two others, the amount of corn mentioned in the declaration being 21,149 bushels. Each plaintiff claims \$3,000 damages.

Judge Barber of Toledo on February 5 rendered a decision in the case of Joseph Timmons of Kenton, O., against the East Side Iron Elevator Company. The facts are in substance these: Mr. Timmons shipped a carload of wheat to Toledo, consigned to the order of Storer & Company of Columbus. He drew on that firm, a sight draft accompanying the bill of lading. The firm did not, however, pay the draft, but told J. J. Coon, of Toledo, a grain merchant, to get the wheat from the East Side Iron Elevator Company, where it had been delivered, and the Elevator Company delivered it to Coon. The question Judge Barber was called to decide was, whether Storer & Company had the right to sell the wheat, not having paid for it and taken up the bill of lading. The court held that Storer & Company did not have title; that Timmons had not parted with his title; and that the East Side Iron Elevator Company, in delivering the wheat to Coon without a bill of lading, did so at its peril and must pay. Judgment for \$612 in favor of plaintiff was therefore given against the Elevator Company.

The Supreme Court of Minnesota has remanded the case of Henry Kramer against the Northwestern Elevator Co., tried at Granite Falls, Minn. Kramer had brought suit to recover grain, or the value thereof, which had been stored in the defendant's elevator. Memorandum slips were introduced to show that the grain had been delivered. These slips were not the regular slips provided for by the Railway and Warehouse Commission, and an objection was made to their introduction. The court held that they had been given in good faith and were permissible as evidence. "I prefer, counsel, that if there is to be any stealing done on technicalities that the Supreme Court say so," said the trial judge. The Supreme Court maintains that this created in the minds of the jury a prejudice against the elevator company and grants a new trial on that ground. The court says (2 of Syllabus): "If a warehouseman receives grain for storage and issues memorandum slips, or tickets, not in accordance with the statute (Section 7716-7717 G. S.), and the bailor in good faith deposits wheat and accepts such tickets, he is not deprived of his right to the property or value therof. Such memorandum slips are properly admitted in evidence in connection with evidence to identify and make them certain to prove the fact that the wheat was actually delivered. But if the bailor had knowledge of the fact that the agent's authority was limited to the issuance only of such certificates as are prescribed by statute, and accepted a form of ticket which does not provide for storage charged, for the purpose of avoiding them, then such transaction was not necessarily of such fraudulent character as to deprive the bailor from recovering the wheat, or its value, although he may be charged with storage charges to the same extent as he would have been under the terms of the regular receipt."

## OBITUARY

Charles A. Ebert, 68 years old, a retired grocer and grain dealer of Kansas City, Kans., died of Bright's disease on January 16. Mr. Ebert had returned from California only a few days previous to his death. He leaves a widow.

Henry Memory, a member of the Chicago Board of Trade, who had been identified with the provision interests for over 30 years, died recently on the steamer Prince Oscar of the North German Lloyd line, while nearing Naples, and was buried at sea.

Dwight F. Robinson, formerly in the grain business in Minneapolis, but who for some time has been living a retired life, was found dead in his bed at the Holmes hotel in that city on February 8. Mr. Robinson was 35 years of age and had not been in good health for some time.

Alpheus L. Brinker, aged 58, a grain and stock broker of Pittsburgh, Pa., committed suicide on the morning of January 19 by cutting his throat. He had been in ill health for some time and despairing of obtaining relief ended his life. Mr. Brinker leaves a wife and daughter.

William Howard Martin, Jr., who has been connected with McReynolds & Co. for several years, representing them in the provision pit of the Chicago Board of Trade, died at St. Luke's hospital, Chicago, on February 4, aged 31 years. His death was caused by cancer of the stomach.

Frederick M. Smith, a feed and grain dealer of New Haven, Conn., died suddenly at his home in that city on the evening of January 26. His death was due to heart disease and occurred after an illness of only a few hours. Mr. Smith was 59 years of age and leaves a wife, one son and a daughter.

Herbert C. Ferguson, a grain buyer of Seaford, Minn., died at a hospital in Rochester, Minn., January 25. The deceased had been in ill health for some time and had gone to Rochester a few days preceding his death for treatment. Mr. Ferguson had formerly resided at Morgan and at Chatfield, Minn., and his funeral was held at the latter place. He leaves a wife and two daughters.

Herman Bruckman, a well known grain and hay merchant of Lawrence, Mass., died suddenly at his home in that city January 7, aged 61 years. His death was caused by heart failure. The deceased was a native of Germany and came to America in 1868. He shortly afterwards located at Lawrence, Mass., and engaged in the grain and hay business. He is survived by his widow, one son and two daughters.

Joseph H. Martin, a former president of the Minneapolis Chamber of Commerce and one of its present board of directors, died January 13 from cancer of the stomach at his residence in Minneapolis, Minn., after a six months' illness. Mr. Martin was born at Rockport, Me., and was 60 years old. He became a resident of Minneapolis about 21 years ago and engaged in the grain commission business. From 1898 to 1900 he was president of the Chamber of Commerce. The deceased leaves a widow and one daughter.

John E. Nelms, a prominent grain merchant of Bath, Ill., died suddenly at his home in that village on February 3. The deceased was born in Beardstown, Ill., in 1835 and for a number of years resided at Peoria, Ill., where he was a member of the Board of Trade. At the time of his death he was president of the Nelms-Heye Grain Co. Last September Mr. Nelms was married to Miss Anna E. Ware, of Ottawa, Ill., who survives him; also a daughter by a former marriage, and one sister. His body was taken to Peoria for interment.

Patrick H. McEvoy, an attorney at law and the father of the New York grain elevator law, which fixed the minimum charge for handling grain in Buffalo, died at his home in Little Falls, N. Y., January 11. His death was caused by a complication of liver and stomach troubles which had confined him to his house for some time. Mr. McEvoy was for several years a member of the New York legislature and it was during his first term in that body that he introduced the measure which made him famous. He is survived by his wife, four sons and a daughter.

Thomas E. Sullivan, a member of the Chicago Board of Trade, died at his home in this city January 15 of heart failure. Mr. Sullivan was born in Chicago in 1860 and began his business career as a clerk for Richard Murphy and Joseph McDonald. When only 18 years of age he went with the firm of Charles B. Pope & Co. and two years later was sent to New York as eastern manager for the firm. On the retirement of Mr. Pope in 1881 Mr. Sullivan returned to Chicago and went with Dwight & Murphy. He shortly afterwards became a partner in the house and in 1887 engaged in the brokerage business for himself. The deceased was married in 1882 and leaves a widow and three children. His funeral

services were held at St. James' Catholic church on January 18.

Edward A. Lord, a veteran member of the Chicago Board of Trade and a pioneer resident of Evanston, Ill., died at his home in that suburb on February 2 after an illness of five weeks. His end was hastened by heart troubles, although his death was partially attributed to old age. Although 75 years of age, Mr. Lord had not retired from business and until the last was in active charge of the business of E. A. Lord & Son. The deceased was born in Ipswich, Mass., and before coming to Chicago was for a number of years in the dry goods trade in Boston. He is survived by five children, three sons and two daughters.

Enoch Colby, a pioneer resident of Chicago and for 27 years identified with the department of grain inspection, died of apoplexy at his home in this city on January 11, aged 87 years. The deceased was born in Thornton, N. J., in 1817, and first came to Chicago in 1838. He returned to his native state in 1839 where he remained for several years. In 1855 he again came to Chicago and for ten years was a contractor and builder. He entered the grain inspection department in 1866. Mr. Colby was a member of the original Union League Club and the early Wide-Awake Club. He is survived by one son and four daughters, his wife dying in 1895.

Rodney J. Hardy of Arlington, Mass., senior member of the firm of R. J. Hardy & Sons, grain merchants of Boston, Mass., dropped dead in the railroad station at Bristol, Conn., on January 26. Death was caused by heart failure. The deceased was born in Hollis, N. H., in 1828 and spent his early life on his father's farm. In 1854 he was married to Miss Sarah E. Tenney and removed to Cambridge, Mass., where he taught school for a time, later engaging in the dry goods trade in Boston. In 1872 he engaged in the grain business with his two sons, Rodney T. and William E. Mr. Hardy leaves seven children, three sons and four daughters. His wife died in 1897.

Col. Walter B. Dutton, aged 56 years, for years one of the leading business men of Racine, Wis., died on February 5 of diabetes after an illness of nearly two years. He was born in Racine in 1847, son of the late A. P. Dutton, one of the pioneer residents and a leading vessel owner and grain commission merchant. He was long associated with his father in business and then became assistant manager of the J. I. Case Threshing Machine Co., resigning to accept the position of general manager of an Arkansas railroad. For the past ten years he has been engaged in the lumber business in Racine, disposing of his interests some months ago on account of ill health. He is survived by his widow, one daughter and two sons.

## FLAXSEED

The exports of linseed oil cake from Russia in 1902 were 233,229,516 pounds, against 298,682,352 pounds for the preceding year.

Stocks of flaxseed in country elevators on February 1 were 868,000 bushels, as compared with 1,078,000 bushels on January 1, and 1,593,000 bushels a year ago.

Nearly 500,000 bushels of flax has been shipped from Duluth to Chicago since the closing of navigation. This is presumably for the mills of the American Linseed Co.

Flax receipts at Duluth during January were 942,000 bushels, as compared with 696,000 bushels for January, 1903. The receipts at Minneapolis were 700,000 bushels, compared with 621,000 bushels in January last year. The total receipts at both points were 1,642,000 bushels, compared with 1,317,000 bushels a year ago.

Imports of flaxseed for the month of December amounted to 4 bushels, valued at \$11. The total imports of flaxseed for the twelve months ending with December were 13,505 bushels, valued at \$19,233, as compared with 501,278 bushels, valued at \$736,386, for the corresponding period ending with the preceding December.

During the month of December 133,432 bushels of flaxseed, valued at \$135,908, were exported as compared with 653,978 bushels, valued at \$927,992, for the preceding December. For the twelve months ending with December 1, 157,953 bushels of flaxseed, valued at \$1,318,839, were exported, as compared with 4,046,178 bushels, valued at \$5,722,045, for the corresponding twelve months ending with the preceding December.

A recent advance of 5 cents in the flax price at Duluth was taken as a sign by flax people that the American Linseed Co. was in control of the seed situation and was ready to mark up the seed price so as to influence the oil situation. No one is certain that the American Linseed Co. has con-

trol of seed or not, but the sudden marking up of prices is considered as evidence that such is the case. The season is now approaching when the demand for linseed oil begins on a large scale and it is stated that no other interest except the American could afford to mark up the seed 5 cents a bushel for the mere purpose of improving the oil position.

## SEEDS

J. J. Bittzer has opened a seed store at Portland, Ore.

George E. Stephen has sold his seed business at Aurora, Ill.

The Henry Philipps Seed & Implement Co. of Toledo, Ohio, has made extensive improvements to its store.

F. Barteldes & Co., wholesale seed dealers of Lawrence, Kans., have erected a new seed elevator at Oklahoma City, Okla.

St. Paul, Minn., wholesalers are said to be selling seed sweet corn at from \$6 to \$10 per bushel and a recent report from Kankakee, Ill., states that local seed men are asking \$8 a bushel.

The Joseph L. Ullathorne Seed Co. has been incorporated at Memphis, Tenn., with a capital of \$100,000 to deal in field, garden and flower seeds, plants, etc. The incorporators are J. L. Ullathorne, O. C. Armstrong, A. S. Ullathorne, Hosmer J. Barrett, George S. Hopper, W. A. Bickford and Henry Craft.

A recent report from Toledo, Ohio, states that cucumber seed is selling at \$1.50 per pound, wholesale. This is an advance of \$1.30 per pound over prices of two years ago, the seed selling then at 20 cents a pound. Seed sweet corn is quoted at Toledo at \$10 a bushel, an advance of \$7 in the past two years.

William S. Gilbreath, for fifteen years associated with the Illinois Seed Co. of Chicago, and one year with J. M. McCullough's Sons, of Cincinnati, Ohio, has opened a new seed house at Indianapolis, Ind., under the name of the William S. Gilbreath Seed Co. The new company will do a general grass, seed, grain and storage business.

Fire at Thornton, Texas, at 2 o'clock a. m., January 24, destroyed a row of six seed houses near the railroad tracks in that city. Two of the burned houses contained about 1,000 bushels of corn and a quantity of hay. The buildings were owned by various seed companies and were valued at from \$300 to \$400 each. The loss is partially covered by insurance.

At the annual business meeting of the Missouri Corn Growers' Association held at Columbia, Mo., on January 7, the following officers were elected for the ensuing year: President, E. E. Laufland, Rich Hill, Mo.; vice-presidents, J. N. Price, Trenton, Mo., J. M. Doughty, Farmington, Mo., E. C. Weeks, Eldon, Mo., F. M. Reible, Arbela, Mo., and C. C. Page, Uriach, Mo., secretary and treasurer, G. M. Tucker, Columbia, Mo.

A new organization auxiliary to the Minnesota State Agricultural Society was formed at Minneapolis on January 12. It is to be known as the Minnesota Field Crop Breeders' Association. The following are the officers: O. C. Thompson, president; W. M. Hays, secretary; Arthur Cooper, treasurer; J. J. Furlong, Karl Olsted, C. N. Cosgrove, B. T. Hoyt, Jesse E. Northrup, F. F. Marshall, O. O. Enestvedt, H. H. Chapman, and W. C. Currie, vice-presidents.

The Illinois Corn Growers' Association elected the following officers at Champaign, Ill., on January 26: E. E. Chester, of Champaign, president; W. H. Young, of Athens, secretary; H. A. Winter, of Wenona, treasurer; H. G. Easterly, of Carbondale, C. A. Rowe, of Jacksonville, J. P. Robards, of Greenfield, George A. Hunt, of Hebron, W. C. Griffith and William Ennis, of Decatur, vice-presidents. The Illinois Seed Corn Breeders' Association at the same place and on the same date elected officers as follows: J. H. Coolidge, of Galesburg, president; E. E. Chester, of Champaign, vice-president, and J. R. Clisby, of Arcola, secretary-treasurer. The executive committee elected are Prof. E. Davenport, of Urbana, J. H. Coolidge, and J. Dwight Funk, of Bloomington, J. O. Toland, of Arcola, F. A. Warner, of Sibley, and J. L. Reid, of East Lynne.

Illinois broom corn growers have organized the Broom Corn Growers' Protective Association of the United States.

The Way-Johnson-Lee Co. of Minneapolis in January received from C. E. Stendfield of Waubay, S. D., a car of flaxseed that weighed 105,600 pounds, equal to 1,885:40 bushels.

## FIRES--CASUALTIES

McDuffie & Garrison's grain elevator at Garrison, Texas, was damaged by fire recently.

The premises of the Annis Flour & Grain Co. at Manchester, N. H., were recently damaged by fire.

Fire in the engine room of Walter M. Ball's elevator at Clark, S. D., on February 1, damaged that structure to the extent of about \$100.

It is reported that the Updike Elevator, now in course of construction at Missouri Valley, Iowa, caught fire recently and was slightly damaged.

The St. Anthony & Dakota Elevator at York, N. D., was destroyed by a fire of unknown origin at 10:30 o'clock p. m., January 11. A large quantity of wheat and flax were burned.

John Weeks, an employee of Andrews & Gage's elevator at Detroit, Minn., was severely burned about the head and face recently by an explosion of gasoline in the engine room.

The Mt. Vernon Milling Co.'s elevator and flour mill at Mt. Vernon, Ill., were burned on January 12, causing a loss of \$42,000, with insurance of \$15,200. About 5,000 bushels of wheat were destroyed.

Weber & Peirano's grain elevator at Wilson, Kans., was damaged by fire on January 29. The fire started from a hot journal in the cupola and was extinguished by the local fire department. The loss is small.

The grain elevator belonging to the old National Mills at Parsons, Kans., was destroyed by fire at 5 o'clock p. m., January 18. The plant had not been operated for several years. The mill was saved. The loss is estimated at \$1,800.

The elevator at Roberts, Wis., owned by the Wisconsin Grain Co., was burned on January 28. The fire is thought to have been caused by a defective flue. The loss is \$10,000, with \$5,000 insurance. A quantity of grain also was burned.

Hugh Scoby's flour mill and elevator at Newbern, Tenn., were destroyed by a fire which swept over that city on the night of February 6. The loss on the mill and elevator is estimated at \$12,000. A number of other buildings were also destroyed.

The flour and grain warehouse of Gale Bros. at Cincinnati, Ohio, was damaged to the extent of \$4,000 by a fire that started in the Great China Tea Co.'s warehouse on the night of February 2 and spread to a number of adjoining buildings.

W. F. Hammond's grain elevator at Elgin, Nebr., was burned at 9:30 o'clock p. m., February 1. The loss is \$10,000 with insurance of \$2,500. The fire was caused by friction of a pulley in the top of the elevator. A bucket brigade succeeded in saving near-by structures. The elevator will be rebuilt.

The large grain elevator at Forest Junction, Wis., together with a quantity of grain, flour and feed, burned on the morning of January 18. The loss is estimated at \$10,000, with small insurance. The elevator was owned by the Wisconsin Malt & Grain Co. and will be rebuilt.

The Milwaukee Elevator Co.'s Elevator E, at Milwaukee, Wis., was damaged by fire to the extent of about \$500 on the morning of January 27. The fire was caused by spontaneous combustion in the dust conveyor on the fourth floor of the building. It was discovered at 2:40 o'clock a. m. by the watchman, who gave the alarm.

One of the warehouses on the Commercial Dock at Port Townsend, Wash., which was used by a local firm for the storage of hay and straw, slid into the bay on the morning of January 9. The piling had been all but eaten through by teredos, and the storm which prevailed at the time hastened the work of destruction. Eighty tons of hay and straw slipped into the bay. The loss on the building is \$500 and the hay and straw were valued at \$1,000.

The grain elevator of the Haynes Milling Co. on the Lake Erie & Western Railroad at Portland, Ind., was totally destroyed by fire on the morning of January 23. The loss is \$15,000, and the insurance amounts to \$4,000. It is thought that the fire started from electric wires. Half the structure was in flames when the fire was discovered. About 3,500 bushels of wheat and two cars of shelled corn were burned. The question of rebuilding has not been decided.

The warehouse of J. A. Brubaker & Co., hay and grain dealers, in the west bottoms at Kansas City, Mo., was destroyed by fire on the morning of February 1. The cause of the fire is attributed to a spark from a passing locomotive or a carelessly dropped match. Eight loaded freight cars, four containing hay and grain, were also burned. The burned building was erected about six years ago and cost \$18,000. It was owned by the Frisco Railway and will not be rebuilt as the site will be used for additional yard room. The warehouse contained a large quantity of baled hay. The loss on

the building and contents is \$33,000 and the total loss occasioned by the fire is \$45,000. The insurance will cover most of the loss.

Charles Weichselbaum, contractor on the Osborn & Scofield elevator at Portal, N. D., was caught in the main shaft on January 15 and made about 100 revolutions before the machinery could be stopped. He was badly bruised at the base of the skull and his whole body was a mass of bruises. The doctors have little hopes of his recovery.

The Interstate Elevator Co.'s elevator at Evansville, Minn., was burned, together with its contents, at an early hour on January 13. The fire was of incendiary origin, attempts being also made to burn the Northwestern and the Minneapolis & Northern elevators. The burned elevator had a capacity of 60,000 bushels and contained about 5,000 bushels of grain at the time of the fire. A man, alleged to have been the incendiary, was arrested, but was afterwards acquitted of the charge and released.

Jesse Brown, a young man employed in P. K. Wilson's elevator at Clinton, Ill., was fatally injured on the afternoon of January 27. He was handling a rope while at work in the top of the elevator when it became entangled in the shafting. In endeavoring to release the rope his clothing caught and he was whirled around the revolving shaft. The machinery was stopped and the young man released. His left arm was badly crushed and both legs and feet were severely bruised. He is not expected to survive.

Fire on the afternoon of January 28 destroyed the Wabash Elevator at Seventy-seventh and Rockwell Streets, Chicago. The house had been closed for some months, but it was to have been opened on February 1. The engineer had started up the machinery to ascertain whether it was in working order. A hot journal is supposed to have caused the fire. The elevator was located about a mile and a half from the nearest fire plug and for this reason the department was unable to reach the fire with a sufficient volume of water to extinguish the flames. The eighteen engines which responded to the alarm were stationed at intervals between the hydrant and elevator in order to reach the fire with a single stream of water. The burned house had a frontage of 100 feet and was more than 80 feet in height. It was owned by the Wabash Railroad and operated by Pratt & Buckley. The elevator had a capacity of 200,000 bushels, but contained little grain at the time of the fire. The loss is estimated at from \$75,000 to \$100,000, with \$41,500 insurance.

### STUDYING CORN AT AMES.

The Iowa Corn School, so called, held at the Agricultural College at Ames in January last, was, perhaps, the largest ever held in any state. The enrollment was between 500 and 600, representing the states of Iowa, Massachusetts, West Virginia, Ohio, Indiana, Illinois, Minnesota, South Dakota, Nebraska, Kansas, Colorado, as well as Ontario, Mexico and the Argentine Republic.

In the corn show there were over 350 (2,760 ears) entries of corn from all parts of Iowa, which competed for the cash and trophy prizes which amounted to \$3,000. These were arranged in an octagon pavilion 65 feet in diameter, with 24 windows and a large skylight. The exhibitors were members of the Iowa Corn Growers' Association, which had accepted for its purposes the nine divisions into which the state of Iowa is divided for crop reporting purposes by Secretary Wells of the Iowa Grain Dealers' Association.

The entries for the Whiting trophy were divided as follows: For the best ten ears of corn: Northwest, 9; north central, 10; northeast, 6; west central, 17; central, 30; east central, 16; southwest, 20; south central, 3; southeast, 3; total entries, 114.

For the Cook Trophy, the best single ear, any variety, there were 77 entries, every district in the state being represented.

In the three classes open to the world there were sixty-nine exhibits. With the exception of W. E. Johnson of Illinois, sweepstakes winner on Reid's Yellow Dent at the Peoria Corn Carnival, and one or two other Illinois corn growers, the entries in the open-to-the-world classes were all from Iowa.

A corn club to compete had to consist of not less than five members, every member belonging to the Corn Growers' Association of the state. This was a very important feature of the corn show.

In the club entries of fifty ears, not more than twenty from any one member, there were twenty clubs represented, competing for the Wallace Farmer \$240 cup trophy.

In the ten-ear exhibit by clubs, not more than two ears by one person, there were forty-four entries, representing nearly every district in the state.

The awards were made by Chas. R. Rowe of Jacksonville, Ills., a farmer who is recognized as one of the best judges of corn in the corn belt. Classes in corn judging were held under a dozen instructors all directed by Prof. Holden.

C. S. Scofield of the Agricultural Department at Washington gave an interesting and instructive

lecture upon some essential elements that should materially help the corn-growing and corn-selling farmer. The necessity of handling corn in large units, the methods of inspection and the elements that influence the grading of corn were clearly explained. The essential thing the farmer has to do to enhance the value of the corn he has to sell is, he said, to see to it that the corn when offered for sale has no excess of moisture and is clean as well as sound. The question of moldy corn is one of prime importance to the farmers. Mold develops more quickly around the germ than anywhere else and more quickly around a grain with dirt deposits on it than a clean seed. The dirt seems to furnish a bed for the fungus spores to develop in, which they are quick to take advantage of.

## BARLEY AND MALT

The Lake Ontario Malting Co. of Oswego, N. Y., is reported to have dissolved.

The Paterson Brewing & Malting Co.'s malt house at Paterson, N. J., was burned recently.

The elevator of the Wisconsin Malt & Grain Co. at Forest Junction, Wis., burned January 18.

Herman J. Sulzen, Sacramento, Cal., has been granted United States letters patent No. 751,026 on a malt-making machine.

The first grain charter on the lakes for the season was that of the Ionia, which takes a load of barley from Chicago to Oswego, at 2½ cents.

The Johnstown Dry Grains Co. has been chartered at Johnstown, Pa., with a capital of \$25,000. The directors are: Henry Saly, W. H. Fredericks and J. M. Heading, all of Johnstown.

The malt elevator at 31 Vine street, Cincinnati, Ohio, owned by the Herman Goepper Co., malsters, was badly damaged by fire on the night of February 2. The fire originated in the Great China Tea Co.'s warehouse near-by and spread to the malt-house and other structures. The two top floors of the malt house were burned and the malt on the lower floors was ruined by smoke. The loss is estimated at \$50,000 and is said to be covered by insurance.

Fire in the big dry kiln of the Chicago Consolidated Milling & Malting Co. at St. Clair and Michigan streets, Chicago, on January 17 damaged the plant to the extent of \$75,000. The dry kiln was entirely burned out and a large quantity of malt in an elevator adjoining was badly damaged by water. About 20,000 bushels of grain being malted in the malt house adjoining was practically spoiled. Nine firemen had a narrow escape from death while fighting the flames, all being overcome by smoke. Two others were injured, but not seriously. The burned structure was owned by George Bullen & Co., a constituent company of the large concern. The loss is covered by insurance.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

#### BARLEY.

Imports—	Bushels.	Value.
December, 1902 .....	13,780	\$ 6,901
December, 1903 .....	40,258	20,378
Twelve mo. end. December, 1902	54,137	29,412
Twelve mo. end. December 1903	72,980	36,407

#### Exports—

December, 1902 .....	906,223	570,056
December, 1903 .....	1,598,256	931,973
Twelve mo. end. Dec., 1902....	8,712,874	4,712,934
Twelve mo. end. Dec., 1903....	9,799,605	5,678,148

#### BARLEY MALT.

#### Exports—

December, 1902 .....	32,854	25,701
December, 1903 .....	29,463	20,359
Twelve mo. end. Dec., 1902....	405,162	279,348
Twelve mo. end. Dec., 1903....	366,003	266,779

The Oklahoma Corn Growers' Association has been organized with headquarters at Newkirk, O. T., William Grimes, secretary.

Usually ice does not form in Lake Superior until late in February and some years it is a question whether enough will form to give the icemen a chance. This winter there was ice in December and by the middle of this month, it extended from Duluth nearly to Two Harbors. There is a record back in 1882, of the Duluth end of Lake Superior being frozen over, so that teams could drive from the Apostle Islands to Isle Royale. The first arrival from lower lakes that year was May 15. In recent years the earliest arrival from lower lakes was in 1902, April 6, and the latest in 1901, May 7. Aside from any question of possible delay from labor troubles, it is quite certain that the ice field in this end of Lake Superior is going to require considerable warm weather before boats will go through it.

## TRANSPORTATION

The grain blockade of western Kansas, which has tied up one-third of the wheat crop of that section, is being rapidly broken. Reports from elevator men say that 60 to 80 per cent of the surplus has been moved and it is expected in a few days that shipments will be even with receipts from the farm.

A reduction of 5c on the grain for export via the Gulf from interior Kansas points has been made by the Santa Fe to protect its interests. This is due to the cut of 2c made by the Great Western from Omaha and by the Missouri Pacific and Rock Island from Kansas points to Chicago. This makes a rate of 17c on wheat and 16c on corn to the Gulf. The new rate from Kansas City to Chicago is 12c on wheat and 11c on corn.

The Illinois Central Railroad on January 29 announced that it would not accept through-billed grain for transfer to the Lake Shore or the Nickel Plate Railroads. Grain shipments have been delayed on those roads by blockades, and Eastern roads have been borrowing all the cars they could get from the West and keeping them. This is probably the reason for the embargo, as the car shortage is just as marked in the West, a circumstance which is restricting the movement and receipts of all grains.

The traffic department of the Willmar & Sioux Falls Railway on February 2 promulgated a rate on grain from points on its Nebraska line through Sioux City to Minneapolis, Duluth and Chicago for the purpose of meeting the North-Western's reduction of 2 cents per 100 pounds from all its Nebraska points to Omaha. The new rate was effective February 4, the same day as the North-Western rate. The reduction of the Willmar & Sioux Falls will apply from all stations on the Pacific Short line.

During the transportation year, which closed on Monday, December 7, the Canada Atlantic Railway carried from the West to tide water three million bushels more grain than in the 1902 season, while maintaining its volume of tonnage in the other direction, and in all other classes. It estimates its handling of grain during the season at 25,000,000 bushels, or at least half the amount handled by all the Canadian carriers between the points on the Upper Lakes and Montreal, covered by the Canada Atlantic fleet and railways. The Canada Atlantic estimates its annual grain carriage during the few immediate following years as from 25,000,000 to 30,000,000 bushels.

A new proportional rate on grain from Omaha, St. Joseph, Kansas City, Leavenworth and other Kansas and Nebraska territory to Minneapolis and St. Paul was published by the Chicago Great Western Railway on January 27, effective January 30. The new tariff is 9 cents on wheat and 8 cents on corn. This was followed by an announcement from the Rock Island of the same rates between the same points, but to apply to all intermediate points in Minnesota and Iowa. The Rock Island tariff went into effect February 1. The new proportional of the Chicago Great Western was also adopted by the C. M. & St. P. Railway and made effective January 31. The Santa Fe decided not to meet this cut of 2 cents to the Twin cities by way of Chicago and the Wisconsin Central.

Vessel men at Chicago will closely follow the request of the Lake Carriers' Association that no grain charters be made during the winter for vessels belonging to that organization. This action was due to the fact that a general tie-up is almost certain to result from labor troubles at the opening of navigation. Under the Chicago Board of Trade rules grain-laden vessels must sail at the opening of the Straits of Mackinac. The order is to escape trouble with shippers should a strike prevent owners from obtaining crews in the spring. The first grain charter on the lakes for the season was that of the Ionia, which takes barley from Milwaukee to Oswego at 2½ cents. Shippers are now offering 1¾ cents on oats to Buffalo, and agents say they could get 2 cents if vesselmen would charter.

A recent issue of the Boston Transcript, in speaking of the development of the inland marine of Canada, states thirty-three new steel ships have been added to the lake marine of the Dominion in the past two years. There are now fifty Canadian freighters on the Upper Lakes and ten English-built ships are to be added. The carrying capacity of the Canadian vessels in the Lake Superior trade is about 4,500,000 bushels of wheat per trip. Of the 61,385,000 bushels of wheat carried down lakes last season the Canadian vessels had 29,000,000, or 47.2 per cent. American vessels during the past year moved only 22 per cent of the grain shipped from the Canadian Northwest, instead of practically all of it, as in previous years. It is stated also that 56 per cent of all the wheat moved out of Lake Superior last year, was from Canadian ports,

or 34,725,000 bushels out of the total. Canada has spent \$4,000,000 on her Sault canal and lock, against \$12,500,000 by the United States on its canal, two locks and channels to Lake Huron. The canal was begun in 1885 and completed in 1891, and was the biggest public work in Canada at the time.

The project of a new deep water canal across Canada, connecting Lake St. Clair and Lake Erie and doing away with the necessity of vessels navigating Detroit River, is not taken seriously by vessel owners on the lakes, although it is said by the promoters to have attracted London and Paris capitalists. That the canal would cut off six hours from the trip between the upper and lower lakes does not impress them. That the scheme of the new canal is not taken seriously by vessel owners was shown by the prompt tabling of the matter when brought up at the recent convention of the Lake Carriers held at Detroit. The fact that it would be an all-Canadian route and that tolls would have to be charged argues against its success. Plans for such a canal have come up from time to time for many years, and in every case have been dropped after a thorough canvass of the situation.

Grain shipments from Port Arthur and Fort William during the crop season of 1903, that is from September 1 to December 6, were less by nearly four million bushels than the shipments during the corresponding period of 1902. For 1903 crop season the total receipts were 16,687,319 bushels, shipments 16,334,107 bushels. For the corresponding season

2-cent reduction from the Western territory involved through Kansas City to Chicago. A cut of 2 cents below Great Western rates was made by the Chicago & North-Western, effective February 4, to effect through freight from Nebraska to Chicago. This tariff of the North-Western permits a stoppage of grain in Omaha, it being a milling-in-transit rate. Mr. Stickney's latest cut is the result and he says he will continue to make combined local rates the same as through rates. At a meeting of executive officials of the various roads involved in the rate war, held on February 8, efforts to bring about a peaceful settlement of the differences were a failure.

## LATE PATENTS

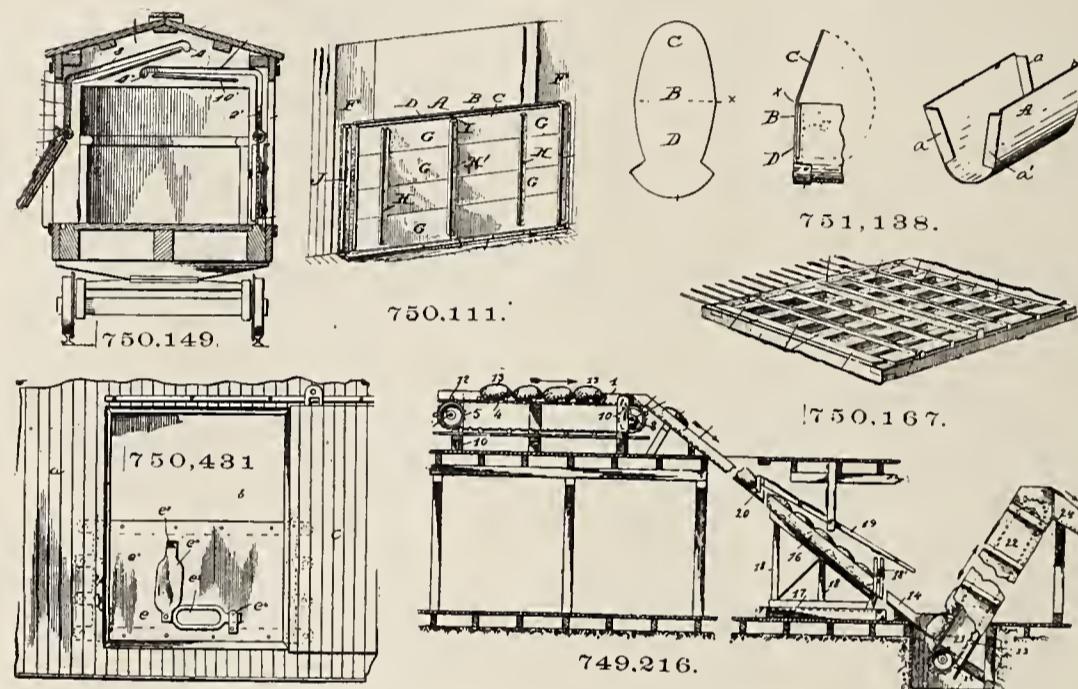
**Issued on January 12, 1904.**

Grain Transporting and Weighing Apparatus.—George W. McNear, Jr., Oakland, Cal. Filed June 29, 1903. No. 749,216. See cut.

**Issued on January 19, 1904.**

Grain Car Door.—Elmer E. Kenfield, Washburn, Wis. Filed Aug. 31, 1903. No. 750,111. See cut.

Grain Car Door.—James Barry, Seattle, Wash.,



of 1902 the receipts were 20,501,739 and the shipments 19,719,315. The shipments of wheat alone were 15,787,437 bushels as compared with 19,480,282 between September 1 and December 6, 1902, a decrease for the season just closed of 3,701,845. Of the total 13,932,797 bushels were carried on Canadian vessels and 1,854,640 bushels in foreign vessels. In the crop season of 1902 the quantity carried in Canadian vessels was 12,278,036 bushels, and in foreign vessels 7,211,246 bushels. The returns of wheat shipped from Port Arthur and Fort William during the entire season of navigation of 1903 show a total of 34,725,011, of which 27,913,357 bushels or 80 per cent, was carried in Canadian vessels, and 6,811,654 bushels or 20 per cent in foreign vessels. During the season of navigation of 1902 nearly 35 per cent of the wheat from the Canadian ports of Port Arthur and Fort William was carried in foreign vessels.

A further cut in grain rates from Omaha, St. Joseph, Atchison, Leavenworth and Kansas City to Chicago was announced on February 5 by the Chicago Great Western Railway. The new rate went into effect on February 9 and is 10 cents on wheat and 9 cents on corn, a reduction of 2 cents per hundred pounds. These tariffs from Missouri River points to Chicago are the lowest made in years. The fight was started about two months ago when President Stickney of the Chicago Great Western reduced the wheat rate from Omaha to Chicago from 16 cents to 14 cents to make the local rates from Nebraska points to Omaha and from Omaha to Chicago the same as the through rates by other lines. Soon afterwards the Chicago & North-Western made another cut and the other through lines followed. Mr. Stickney then reduced the rate from Omaha to 12 cents on wheat and flour and 11 cents on corn. He made equally low tariffs from all southwestern Missouri River points. The Gulf roads, including the Santa Fe, the Rock Island, the Missouri Pacific and Missouri, Kansas & Texas, then made a 5 cent reduction in the grain rate from Trans-Missouri territory to New Orleans and Galveston, effective February 1. At the same time the Missouri Pacific announced a rate of 10 cents on grain to Memphis, and in addition both the Missouri Pacific and the Rock Island gave notice of a

assignor of one-half to Augusta F. Johnson, Seattle, Wash. Filed Dec. 23, 1902. No. 750,149. See cut.

Grain Sieve.—Henry K. Clement, Laporte, Ind. Filed Nov. 8, 1902. No. 750,167. See cut.

**Issued on January 26, 1904.**

Grain Car Door.—Sylvester A. Bushey, Denton, Texas. Filed Sept. 4, 1903. No. 750,431. See cut.

**Issued on February 2, 1904.**

Bucket Conveyor.—Charles H. Notter, Chicago, Ill. Filed Dec. 8, 1902. No. 750,886.

Elevator Bucket.—William G. Avery, Painesville, Ohio. Filed Feb. 9, 1903. No. 751,138. See cut.

Bucket Elevator and Conveyor.—Frederick V. Hetzel, Philadelphia, Pa., assignor to the Link Belt Engineering Co., Philadelphia. Filed Dec. 9, 1903. No. 751,396.

## SALES OF CLEANING MACHINERY.

During January the Barnard & Leas Mfg. Co., of Moline, Ill., received orders for corn shellers and cleaners from Sprout, Waldron & Co., Muncy, Pa.; Paducah Packing Co., Paducah, Ky.; Edgar & Stauffer, Stillwater, Pa.; Allen P. Ely & Co., Omaha, Nebr.; Allis-Chalmers Co., Milwaukee, Wis.; A. H. Richner, Crawfordsville, Ind.; John W. Poole & Son, Petersburg, Va. The company also sold separators to the following during the same period: McElroy & Treadway, Arenzville, Ill.; Hagerty Bros. (2 machines), Peoria, Ill.; Thomas Mining Co., Thomas, Okla.; Kellogg & Co., Stratton, Nebr.; Davenport Flour & Feed Co., Davenport, Iowa.

## MARDI GRAS AT NEW ORLEANS.

### Best Reached by the Illinois Central.

This gorgeous spectacular event occurs February 15 and 16. For it the Illinois Central will sell tickets to New Orleans at \$25.00 the round trip on February 9 to 15. Fast morning and evening trains to New Orleans, with buffet-library, dining car and through sleeping car service. Send for illustrated literature on the Mardi Gras and on New Orleans. H. J. Phelps, G. P. and T. A., 99 Adams st., Chicago, Phone, Central 2705.

# For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## ELEVATORS

### KANSAS ELEVATORS.

Elevators for sale in Kansas. Address E. J. SMILEY, 37 Crawford Bldg., Topeka, Kans.

### WRITE

C. A. Burks, The Elevator Broker, Decatur, Ill., if you want to buy a good elevator.

### NEW ELEVATOR.

In Sac County, Iowa, for sale; 25,000-bushel, 9-bin, cribbed.

J. J. GROSENBAUGH, Nemaha, Iowa.

### FOR SALE.

Elevator and coal business; two competitors; receipts over one million bus. per annum. Address GEO. D. WERNLI, Le Mars, Iowa.

## SEEDS

### FIELD AND GRASS SEED.

For sale. When in need of anything in this line write us; we make prompt delivery.

THE WM. S. GILBREATH SEED CO., Indianapolis, Ind.

### BEST SEEDS.

Headquarters for Alfalfa, Meadow, Fescue, Millet, Sorghum, and Kaffir corn seed. Address

KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kans.

### SEED CORN.

Choice selected Leaming, Reid and Silver Mine seed corn; tipped and shelled; \$1.25 per bushel. Address

W. C. MOTTIER, Gibson City, Ill.

### IN CARLOADS.

Spring Rye, Early Fortune Millet, Broom Corn Millet, Siberian Millet, Red River Early Ohio Seed Potatoes, Speltz, etc., for sale in carloads.

FARGO SEED HOUSE, Fargo, N. D.

## SCALES

### A BARGAIN.

Buffalo Wagon Scale; five ton; for sale very cheap. Address

G. W. WARNER, Pickerell, Nebr.

### FOR SALE.

Fairbanks Railroad Track Scale, 60-ton, with registering beam, in good condition, for sale.

D. ROTHSCHILD GRAIN CO., Davenport, Ia.

### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

### FOR SALE.

New and Second Hand Railroad, Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money.

BECKMAN BROS., Des Moines, Ia.

## MACHINERY

### FOR SALE.

One New Process Sheller No. 1; in good repair. Cheap.

FINCH & FREEMAN, Dayton, Ind.

### FOR SALE.

Barley Separators, Printz & Rau make, one No. 1½ and one No. 2½, for sale.

D. ROTHSCHILD GRAIN CO., Davenport, Ia.

### FOR SALE.

One 30 H. P. latest improved 1904 Pierce Gasoline Engine; new, guaranteed; \$600. PIERCE ENGINE CO., Drawer A, Racine, Wis.

### FOR SALE.

One 36-foot, 50-ton Buffalo Track Scale. One 12x15 center crank engine.

Both the above as good as new; will sell cheap. Address

DAVENPORT MALT & GRAIN CO., Davenport, Iowa.

### FOR SALE.

Two 500-bushel Western Shellers and Cleaners, combined. One Marseilles Portable Sheller (mounted). One steel burr for grinding and crushing corn and cobs. Will sell cheap. Address H. C. CLARK, Lebanon, Ind.

### FOR SALE.

Thirty sets of 42,000-pound Fairbanks-Morse Compound-Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales.

2400 feet of second hand 5 ply 17½-inch wide rubber belt.

2800 elevator buckets, 6x14½, four holes, with brace in center. Can furnish boots to go with this belt.

Four steel pans, 168 inches long at top, 92 inches long at bottom, 63 inches wide at top, 37 inches wide at bottom, 60 inches deep.

Prices made on above on application.

TRANS-MISSISSIPPI GRAIN CO., 523-534 Bee building, Omaha, Nebr.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### MACHINERY WANTED

#### WANTED.

Gas engine for natural gas; 25 H. P. Must be in good condition.

GARLAND MILLING CO., Greensburg, Ind.

#### MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

### SITUATIONS WANTED

#### SITUATION WANTED.

An experienced grain buyer is open for an engagement. At present employed and during the past year have bought 400,000 bushels of corn and oats. Any firm that desires a reliable man and is willing to pay a salary commensurate with the work done should address

ILLINOIS, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

### ELEVATORS WANTED

#### WANTED TO RENT.

Good elevator in good grain district. Address S. E. WATERS, Miamisburg, Ohio.

#### NOTICE.

I have several good, reliable parties wanting to lease a grain and coal business.

C. A. BURKS, Elevator Broker, Decatur, Ill.

#### MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

## GRAIN WANTED

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### WANTED TO CORRESPOND.

With shippers of grain and hay, who wish to do business in this territory.

GEO. T. KING, Hay & Grain Broker, Richmond, Va.

## LOCATIONS FOR ELEVATORS.

Fine locations for Elevators on the Belt Railway or Chicago.

Competitive rates and ample car supply.

Address B. THOMAS, Pres't.

Room 15, Dearborn Station, Chicago.

## For Industrial Locations

In Illinois, Wisconsin, Iowa, Minnesota, Upper Michigan, North and South Dakota, write to W. B. Davenport, Industrial Commissioner, 660 Old Colony Building, Chicago.

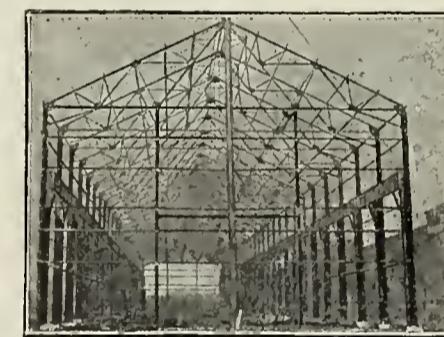
## Chicago, Milwaukee & St. Paul Railway

## Burlap Bags!! Grain Bags!!

### ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

## ROOFING AND SIDING.



Structural Steel, Structural Iron, Roof Trusses, Metal Roofing and Siding. Write for Prices and Catalog.

THE GARRY IRON & STEEL CO., Cleveland, O. MANUFACTURERS MORTAR COLORS and MINERAL PAINTS

## SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago



### MAKERS OF FIRE PROOF WINDOWS

We manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

### Corrugated Iron and Metal Roofing For Grain Elevators

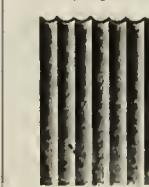
And take contracts either for material alone or job completed. Write us for prices. We can save you money.

## New Steel Corrugated Siding

Complete with nails and painted red two sides.

### \$2.00 PER 100 SQUARE FEET

At this price We pay the freight to all points east of Colorado



We also carry in stock steel roofing of all kinds in flat, corrugated, V crimped, pressed standing seam, etc. Get our prices before purchasing elsewhere.

#### ASK FOR BOOKLET NO. 484

We carry a complete stock of machinery, supplies, etc.

CHICAGO HOUSE WRECKING CO.  
W. 35th and Iron Streets

CHICAGO

# GRAIN RECEIVERS

## TOLEDO

ESTABLISHED 1846

**C. A. KING & CO.**

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS  
OF TOLEDO, OHIO

SPECIAL MARKET AND CROP REPORTS FREE.  
BE FRIENDLY. WRITE OCCASIONALLY.

**RAYMOND P. LIPE**  
BUYER OF  
HAY, GRAIN and MILLFEEDS  
HAY A SPECIALTY.

We can use hay in any sort of car that comes to Toledo. Can also use mixed cars of hay and straw. Write for prices.

The Spitzer Building, - TOLEDO, OHIO

WILLIAM R. WORTS ARTHUR B. EMMICK

**WORTS & EMMICK**  
Grain and Commission

47 Produce Exchange, Toledo, Ohio

SPOT AND FUTURES. If you do not receive our bids, ask for them. We will bid you no matter where you are located. Let us handle your consignments. Our motto: Success to our patrons. Try us.

**REYNOLDS BROS.**  
TOLEDO, O.

**Buy and Sell Grain.**

**SELL US YOURS.**

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

J. F. ZAHM F. W. JAEGER F. MAYER  
ESTABLISHED 1879

**J. F. ZAHM & CO.**  
GRAIN and SEEDS  
TOLEDO, OHIO.

Handling consignments and filling orders for futures  
OUR SPECIALTY  
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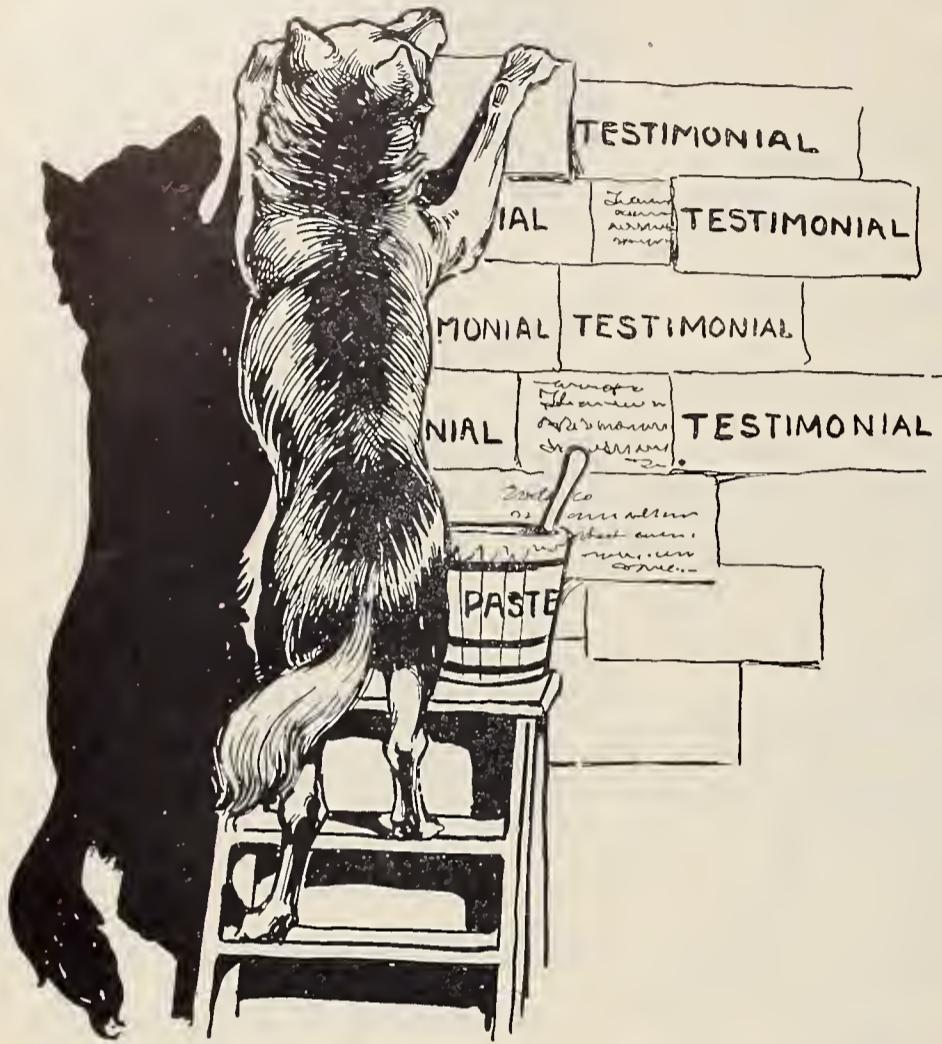
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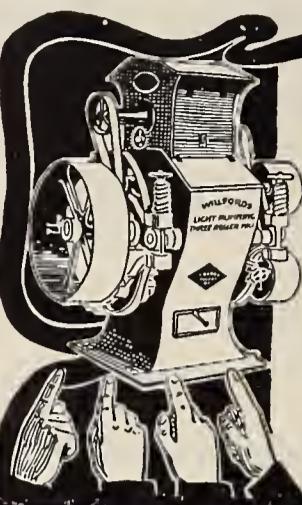
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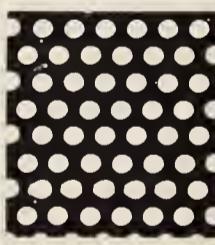
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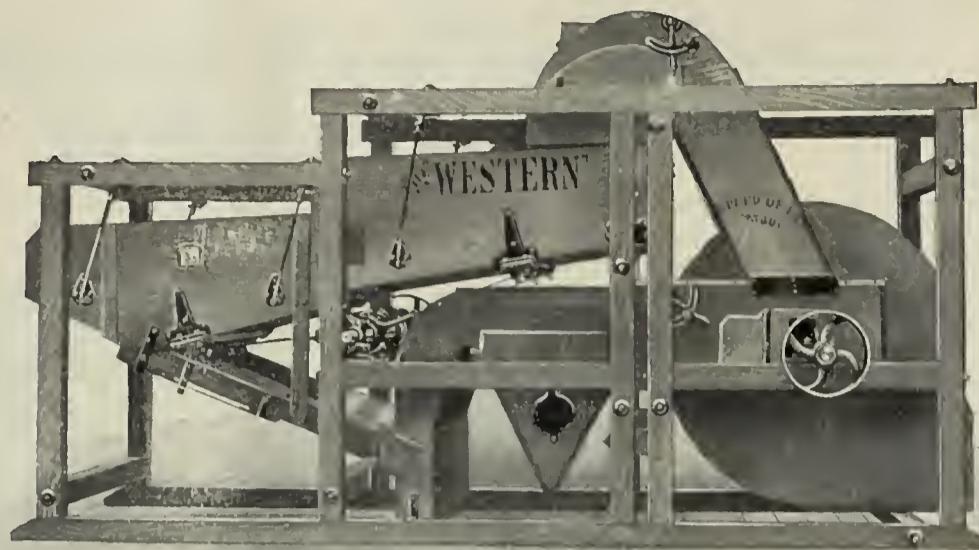
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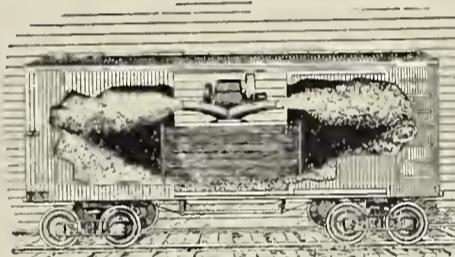
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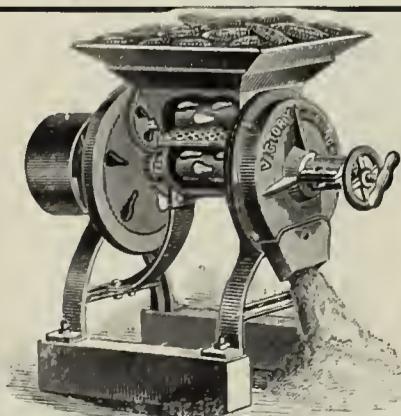
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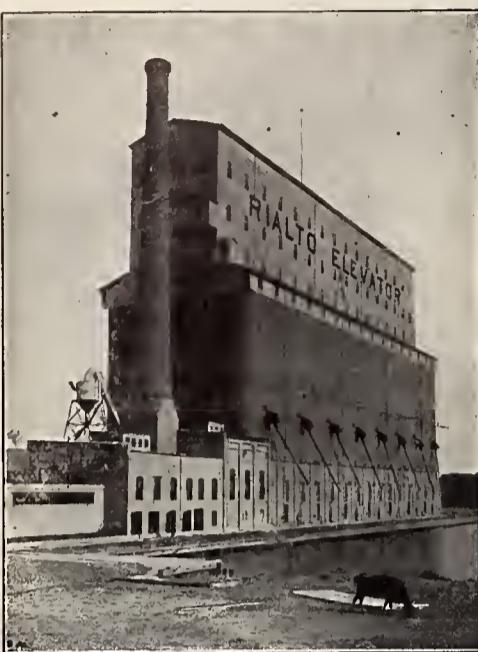
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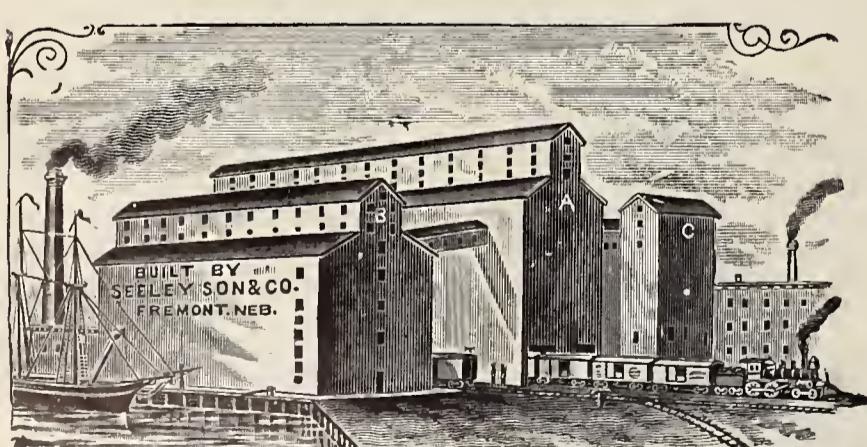
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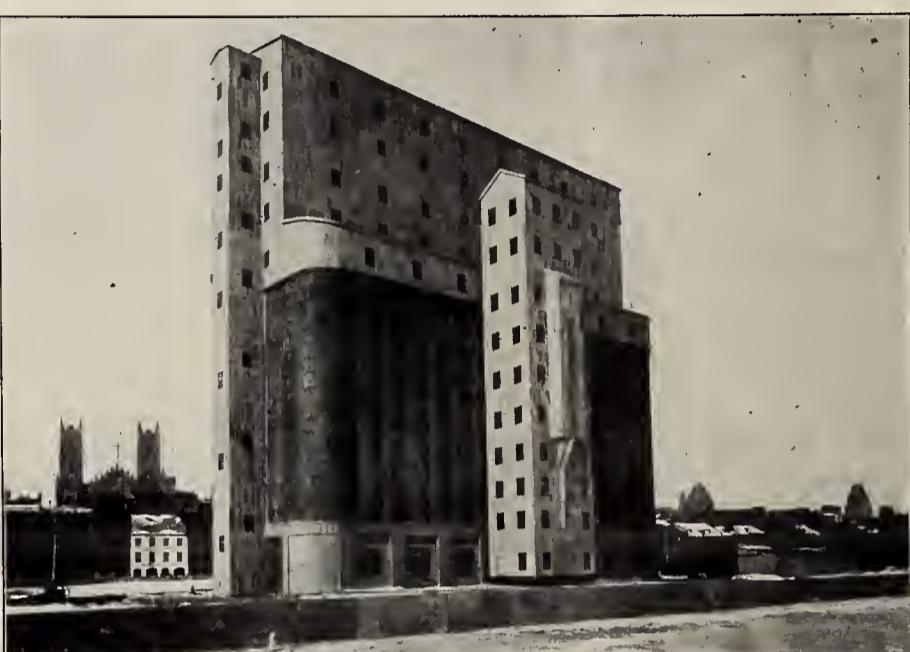
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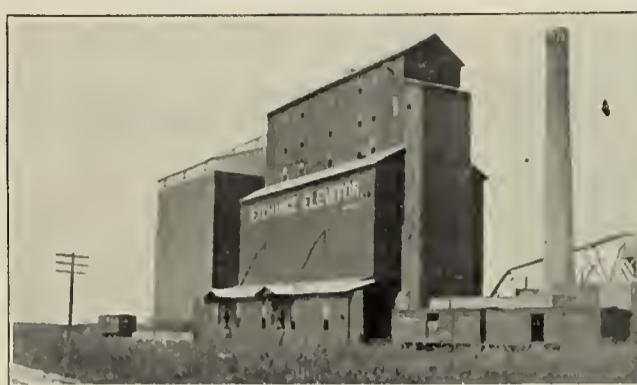
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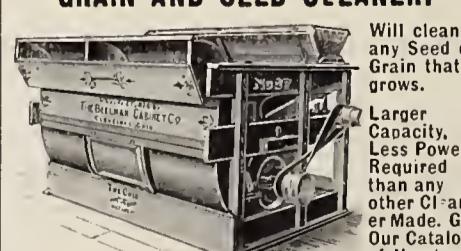
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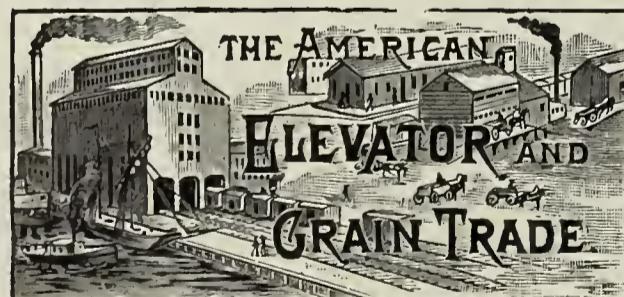
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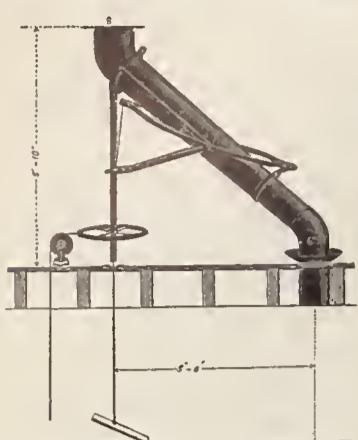


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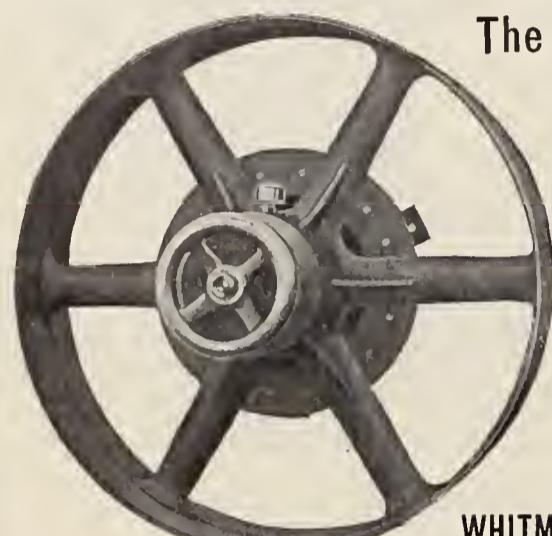


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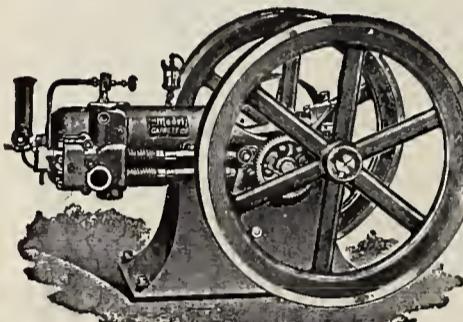
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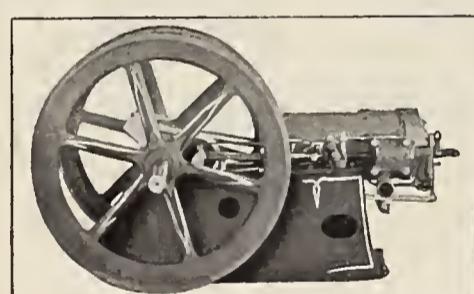
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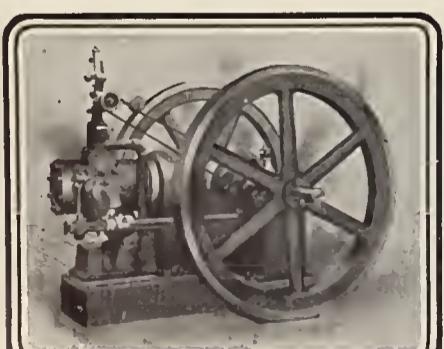


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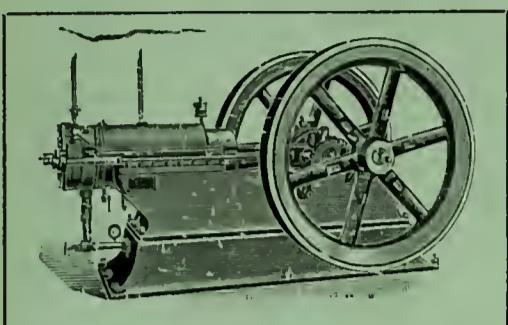
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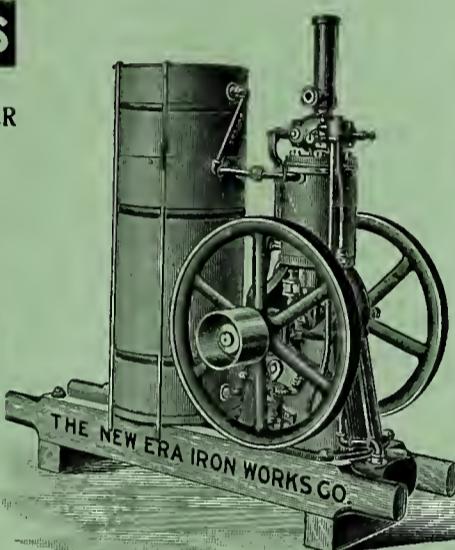
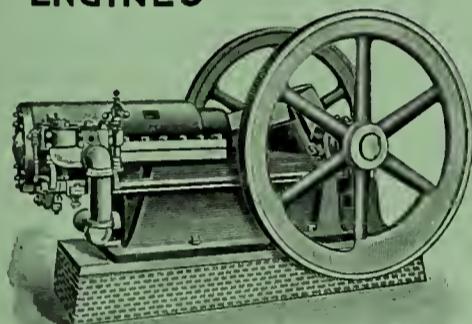
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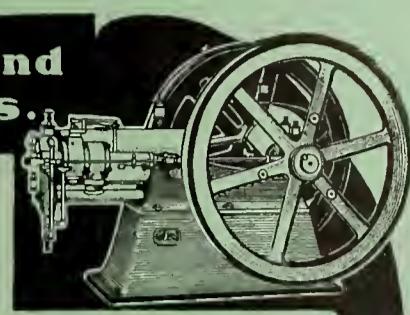
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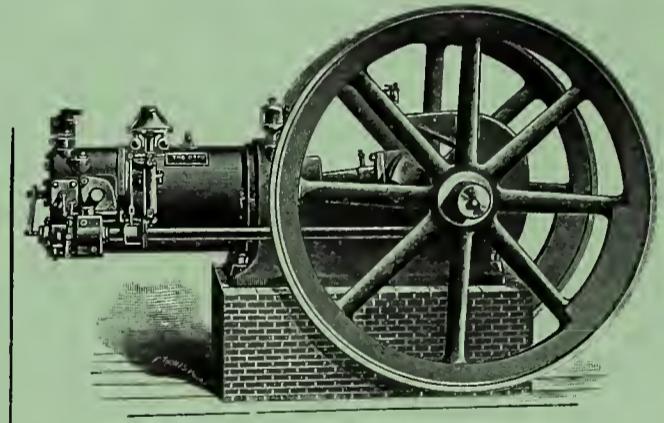
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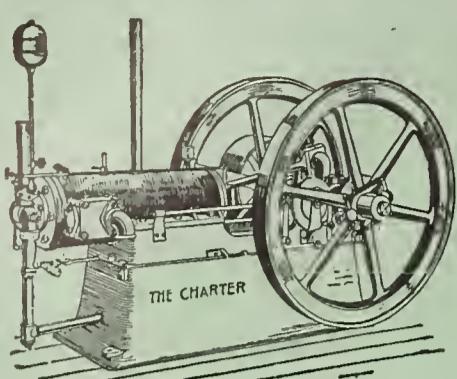
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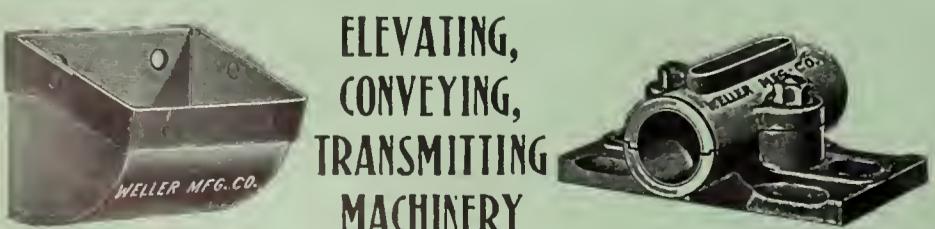


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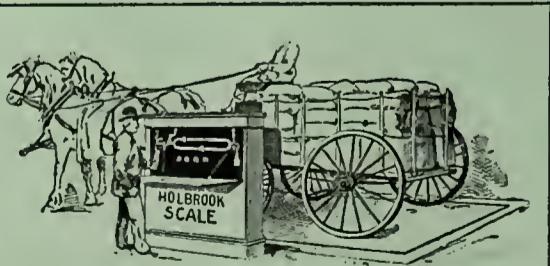
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